YACHTING

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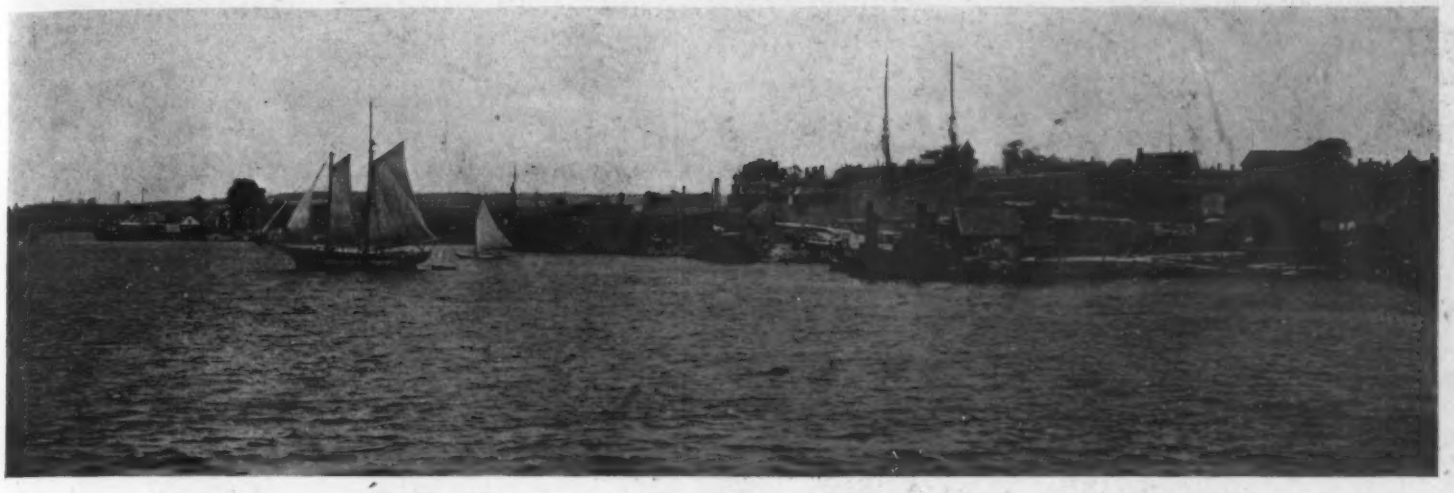
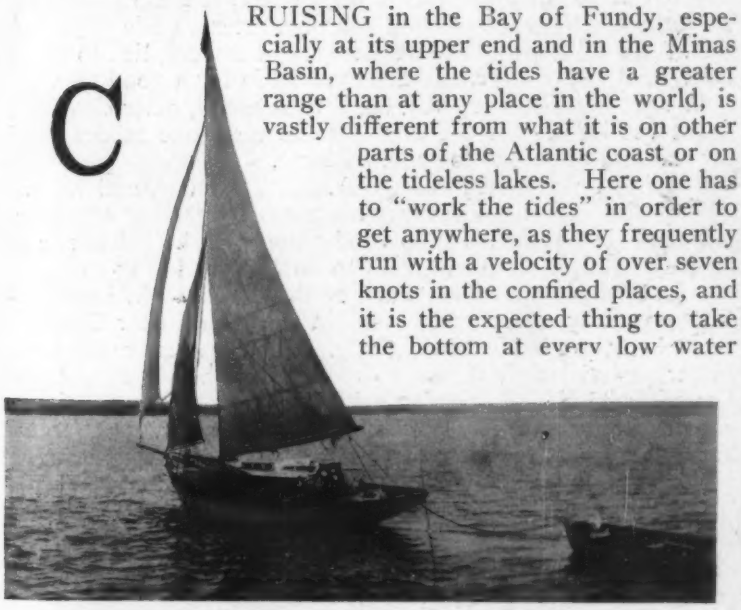


THE WATERFRONT OF WINDSOR, NOVA SCOTIA, AT HIGH WATER. AT LOW WATER THE BAY IS PRACTICALLY BARE

A Bay of Fundy Cruise

By G. HOWARD SHAW

CRUISING in the Bay of Fundy, especially at its upper end and in the Minas Basin, where the tides have a greater range than at any place in the world, is vastly different from what it is on other parts of the Atlantic coast or on the tideless lakes. Here one has to "work the tides" in order to get anywhere, as they frequently run with a velocity of over seven knots in the confined places, and it is the expected thing to take the bottom at every low water when tying up alongside of a dock. In fact, many of the harbors are practically dry at low water, large sections being uncovered, and it is no uncommon thing to see large vessels high and dry at every low tide.



ZOLA WAS AN ABLE LITTLE PACKET, 36 FEET LONG OVER ALL

The following account of a cruise I took in my sloop Zola from Windsor, Nova Scotia, to St. John, New Brunswick, across the length of the Bay of Fundy, may be interesting, especially on account of these tidal conditions which we had to contend with.

The Zola is an able little sloop 28 feet long on the water, 36 feet over all, with 10 feet 8 inches beam, 4 feet 6 inches draft, and carrying 1,000 square feet of sail, including a 250-square foot club topsail. On this trip I had with me a crew of one and a friend, who acted chiefly in the capacity of passenger.

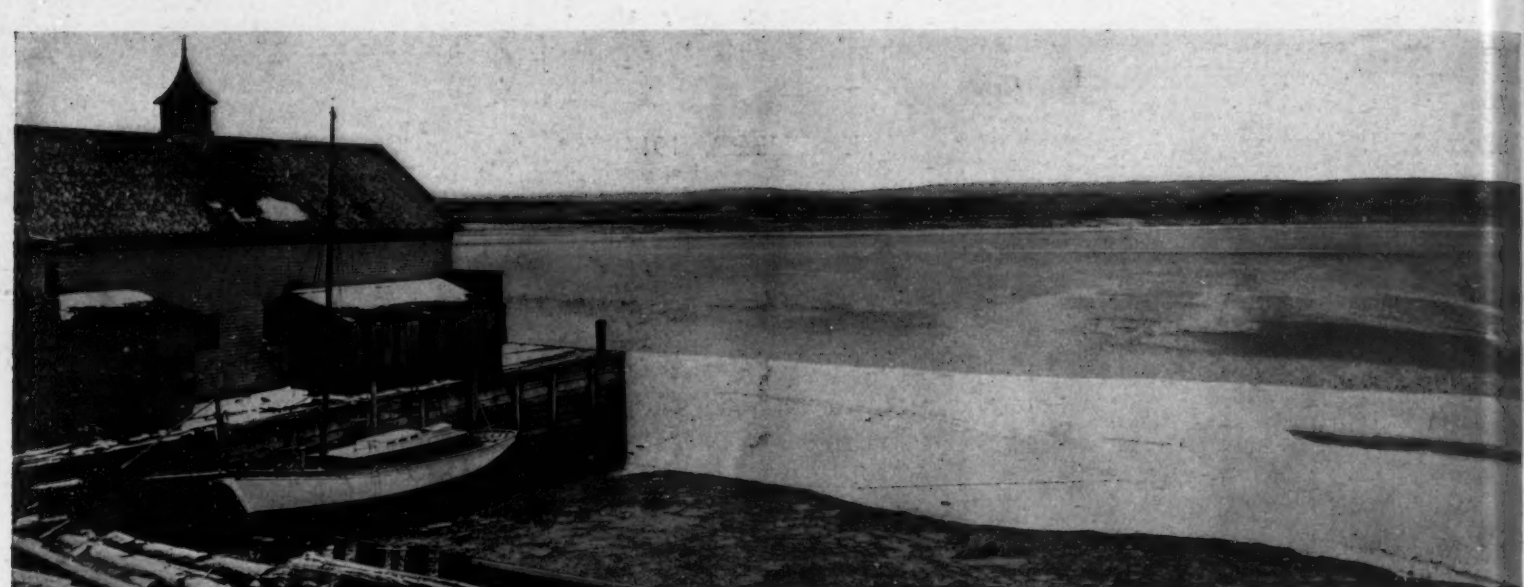
I have set this voyage down from items in my log book, and have kept the style of that well-worn little volume for the sake of accuracy and for brevity.

We left the dock at Windsor on Sept. 1st at 2 A. M., in tow of my former yacht Iola, now used as a gasolene cruiser, with a 12-horsepower engine installed. It was wanting one and a half hours of high water, and we had to stem the tide to Horton Bluff. It was very dark and there was no wind. Passing Hantsport, the wind breezed up from the north, kicking up quite a sea when we left the Avon River. Horton Bluff light is at the mouth of this river, and we passed it at 3:30, as the tide began to ebb. The sea got very bad, and, expecting heavy weather, we tucked two reefs in mainsail, set same, with staysail and jib, and cast off from tow at 4 A. M. The Iola, pounding heavily in the sea, turned and ran up Horton River for shelter. We filled away on the starboard tack, sea continuing heavy.

The wind had spent its force by daylight, and, having a good breeze and nearing the Blomidon shore, put Zola on port tack. Made good time with an ebb tide running three knots. We held this tack until 7 A. M., when we were a few miles from Partridge Id., Parrsboro, 24 miles from Windsor.

The wind dying and having hauled to N. W., we shook out reefs and beat through Minas Channel. The tide here runs from 7 to 8 knots. Although wind got very light, we anchored at Spencer's Island, 40 miles from Windsor, at 8:30 A. M.—not a bad run. After breakfast we took the tender and rowed to tug J. A. Mumford, laying alongside the gypsum barge Hamburg, with 2,400 tons plaster for the J. B. King Company, Staten Island. The Hamburg and two other barges having loaded at Windsor, were waiting the ocean tug Gypsum King to tow to New York.

When the flood tide made, running about 3 knots' strength, there was no wind, and we had to hold on until an hour of high water, when, with a light air, we worked down the shore out of the tide, passing between Spencer's Island and the Head at 2 P. M. Shaped our course for Harbourville, on the south shore of Nova Scotia, distant 12 miles. The wind being light from N. W., arrived off latter port at 5 o'clock. The wind having died out, we would have drifted by had not a motor boat come out and towed us in. The tide being nearly half ebb, we only got inside the breakwater and laid on the beach; the bank, being quite steep, kept us from listing much. As the weather looked greasy, we were glad to be in harbor. From appearances and the glass, we expected rain, and had about made up our minds that we were here for a day or so, but, taking no chances, set our alarm for 1:30 A. M. the following morning, the time we ex-



THE HARBOR AT WINDSOR AT LOW TIDE. THE BOTTOM OF THE BAY IS ENTIRELY UNCOVERED. LOOKING OUT FROM THE SHORE SHOWN IN THE PICTURE ON THE PRECEDING PAGE

pected to float again. On turning out, the prospects looked fair for a fine day, so, after having a bite, the wind being light off shore, we hauled out at 2 A. M., and again stemmed the tide, which was running about 2 knots, holding the shore within a few miles for fear of a shift of wind.

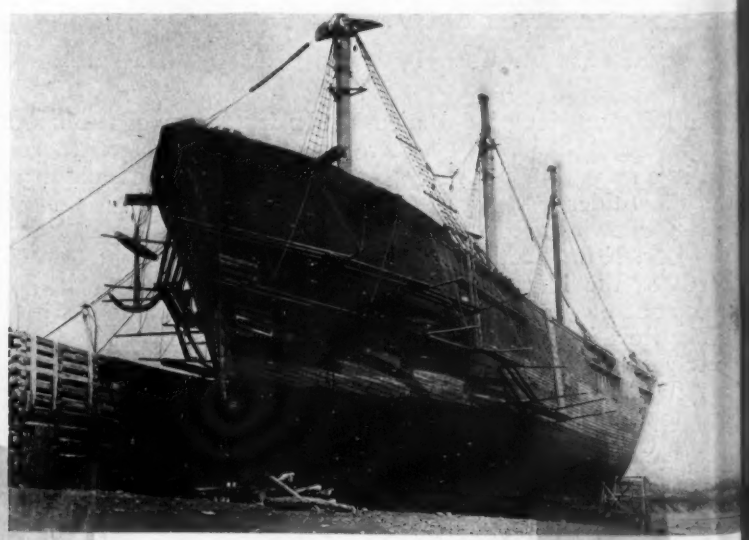
The wind holding true, we were abreast of Port George, 6 miles off shore, at 6 A. M., just after daylight, We then shaped our course W. S. W., direct for St. John, distance about 35 miles. The wind kept light and water smooth. Passing through a lot of driftwood and seaweed, it seemed that we were not going through the water as fast as we should, so decided to investigate. We found we were towing 12 feet of a 16-foot ash oar across our bow, the oar having been broken where it laid in the row-lock. We hoisted this on board and made better time. The flood tide made again at 9 A. M., and we had to stem it for six hours. We were off McCoy's head, about 10 miles up the bay from the mouth of St. John harbor, at noon. The wind having died out to a "fan," we made nothing until ebb tide, drifting into the harbor at 7 P. M., and worked up slowly until off Point Mispec. The captain, having had little sleep since Friday night—it now being 9 P. M., Monday—laid down for a "calk," and was soon sound asleep (the crew being well acquainted with the harbor). Awaking in half an hour or so, he found the wind had died out and the yacht had drifted back into the bay tide, it now being flood. There was some sharp talk as to why the helmsman had not done certain things, and the anchor was let go in 17 fathoms.

After waiting something like two hours, a breeze sprang up from S. W., the anchor was got up and sail made. The wind, increasing to a good breeze, we were soon tied up alongside a coaster in the Market Slip; time, 2:30 A. M., Tuesday, or just 48 hours from Windsor. As the tide runs out here all the time except for an hour or so before and after high water, it is slow work for a sailing craft to get in without a breeze astern. We grounded at 6 A. M., and, having fixed fenders and a masting line to save the boat from falling over, all hands turned in for a good rest.

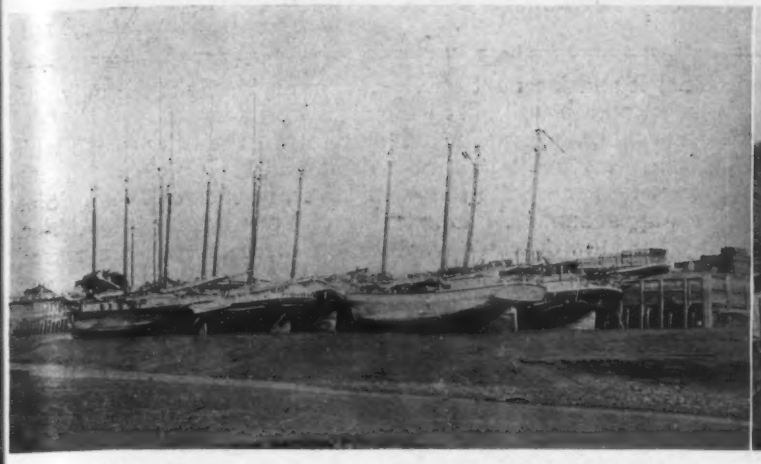
We got breakfast at 10 A. M. that day, and, after cleaning up, spent the balance of the day and the next one ashore looking around and attending to some business.

Breakfast was called at 6:30 A. M., Thursday, and we towed out of the slip in company with a small coasting schooner at 7 o'clock, bound home. No wind going, we drifted out to Partridge Island, after having had to do a little towing to keep off the foul ground to the eastward of the channel. We soon got a light northerly, and worked out fairly well until near Cape Spencer, when the wind left us entirely. The schooner captain, being better acquainted, had kept to the westward, and caught a nice breeze from S. W., coming within hailing distance before we caught the new wind. We both passed Spencer, about 10 miles from the wharf, close to, at 12 noon. The schooner, being trim looking and light loaded and the wind freshening to a good sailing breeze, we expected to have company across the bay, as she was bound for the south shore. But, after setting our topsail, she

OUR BERTH AT HARBOURVILLE AT LOW TIDE



BARGE HAMBURG DOCKED ON AVON RIVER, WHERE THERE IS A 45-FOOT TIDE



GOVERNMENT DOCK, WINDSOR, NOVA SCOTIA, AT LOW TIDE

PORT GREVILLE HARBOR AT ENTRANCE TO MINAS BASIN

fell astern fast, and at 4 o'clock, the horizon being hazy, though the sun was shining, we could just make out our friend, who had hauled more across the bay, in order to get an anchorage on the shore should the wind fail on the ebb tide.

At high water we were off French Cross, but heading E. by S. ½ S. for Harborville. The reason for this course, instead of one up the north shore and inside Quaco Ledges, was that, should the wind die out on the latter route, we would be caught somewhere between Isle of Haute and Cape D'or and drift down the bay on the ebb tide, there being no place to anchor; also, the Cumberland shore was not discernible for fog. As it turned out, we got all the wind we wanted, but the fog got thicker the farther we went up the bay, Isle of Haute being shut out by it. When off Harbourville we had to turn two reefs in the mainsail (having taken in the topsail and jib previously), in order to make her steer more easily, a heavy sea having worked up with the wind against a 3- to 4-knot tide. We stemmed it until we had Black Rock light abeam and about 2 miles distant, having been 3 hours making 7 miles and the boat doing about 7 knots through the water, the tender meanwhile trying her best to punch a hole in Zola's stern.

From Black Rock we headed N. N. E. for Spencer's Island, and, although the wind lightened some, we were making good time when we were completely shut up in fog. We were about two-thirds of the way across, had had no sight of the shore ahead, and, as we were striking a stronger tide here, a true course had to be kept, the tide being nearly abeam and the wind on the port quarter. This being the most difficult work we had in navigating, our binnacle lamp had to go out just when we wanted it most. We were burning sperm oil, so trimmed it and lighted it again, but it only burned a few minutes. We then filled it with kerosene, and had no more than placed it in the box when it caught fire. Taking it out, it exploded in the skipper's hands, who threw it on the floor and our passenger smothered it with an oil-coat. During all this excitement the helmsman was more interested in what was going on inside than in keeping a course by the sails, and the boat worked to windward and down the bay, it still being ebb tide, although our tide table gave low water at 12:17 A. M. It now being nearly 1 o'clock, we figured on having some flood; instead, as we found afterwards, it was not flood until about 1 o'clock. All these things had worked us down the bay, or to the westward of our course.

When we had run out the time allowed to take us across, the skipper went forward to listen and also to look for land, and in a few minutes heard a rout on the shore and soon after made the land close aboard. By a fluke, the fog lifted a second or two so as to enable us to make out that we were abreast of Spencer Head and had the tide running strong flood. We rounded to at once and stood in again in an effort to make Fisherman's Cove for anchorage, but, there being little wind close in under the land and the mainsail still reefed, Zola moved very slowly. In fear of running on the island, we kept the lead going fast with about 4 fathoms out, as the water here is 20 fathoms and shoals very quickly. It was not long until we got 2 fathoms, when we rounded to and let go the anchor, as we knew by the lead we were in out of the tide, and, from the way the boat was tailing, we were sure we were between the island and the mainland.

The crew, not satisfied as to where we were, at daylight started

(*Continued on page 256*)

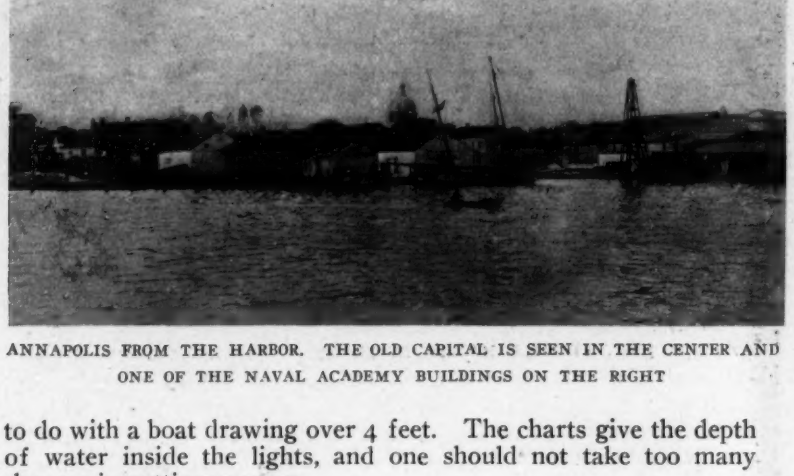
The Inside Route from New York to Miami

Part II—From Annapolis, Through Chesapeake Bay and the North Carolina Sounds, to Beaufort

UPPER CEDAR POINT LIGHT ON THE CHESAPEAKE

ANNAPOLIS, Maryland, is not only a natural stopping point on the trip South, but it is also a good place in which to lay in supplies for the run to Norfolk, while there are a number of machine shops in the place that can take care of any necessary repairs. There is also good fishing to be had in the vicinity in the fall of the year, and bass and sea trout can be taken, though the latter are pretty scarce after the first of November. Thomas Point Light, four miles south of Annapolis, and Bloody Point Bar, on the eastern shore, are good fishing grounds, while up in Kent Island Narrows, between Eastern Bay and the Chester River, the sea bass run very large.

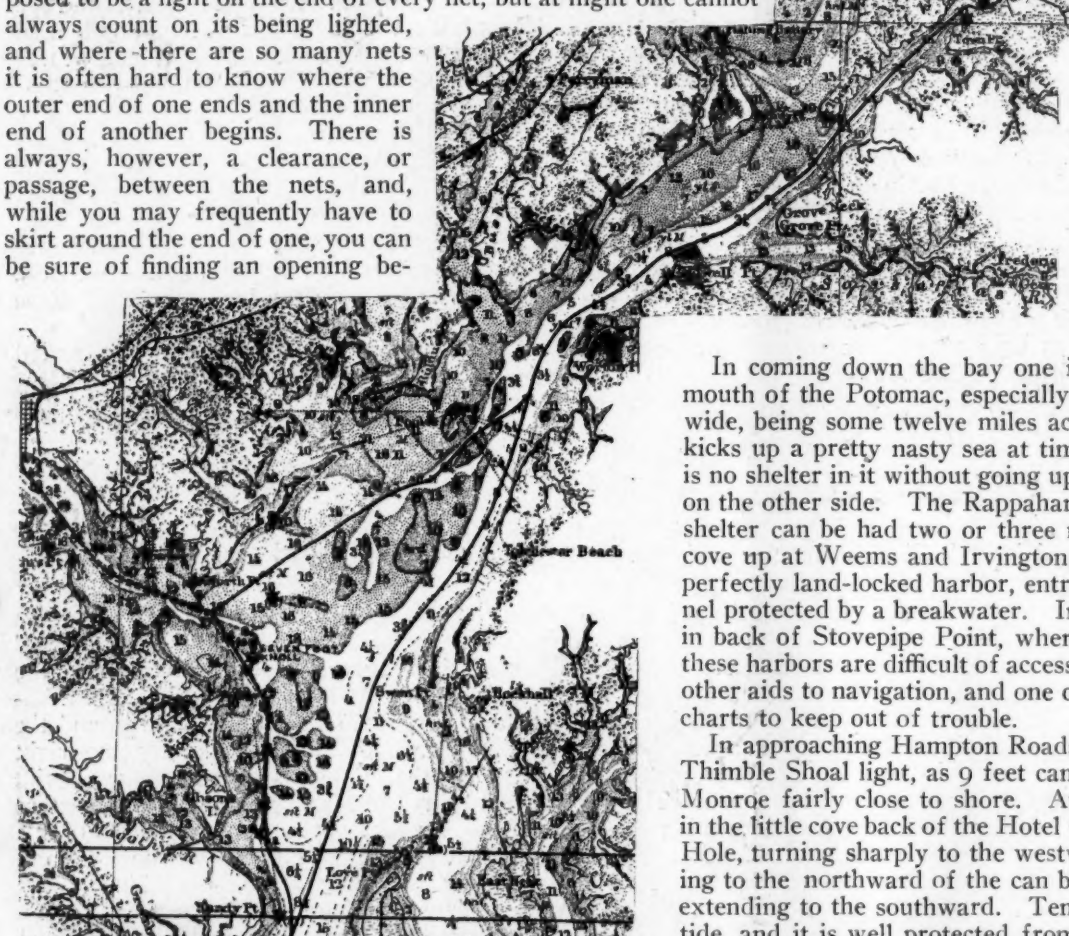
In going South from Annapolis two weeks can be spent with great profit exploring the rivers and bays of both the eastern and western shores. If one is in a hurry, however, this part of the run can be taken in quick time. It is only 138 miles from Annapolis harbor to Norfolk, Virginia, on a straight course, and the run can be made easily in two days. If you are going right through, it is best to follow the western shore from Cove Point down. The bay widens out below this point, and the eastern shore is not only farther from your course, but the harbors are a long way inland, and one has to run up the rivers or sounds some distance to find a sheltered anchorage. The prevailing winds, also, in the fall of the year are northwest, and smoother water is usually found on the western shore. The whole bay is well buoyed and lighted, and there is plenty of water outside of the line of lighthouses off the various points. Most of the lighthouses, however, are set well off shore, marking the shoals, and, while one can frequently go inside of them, it is not a wise thing



ANNAPOLIS FROM THE HARBOR. THE OLD CAPITAL IS SEEN IN THE CENTER AND ONE OF THE NAVAL ACADEMY BUILDINGS ON THE RIGHT

to do with a boat drawing over 4 feet. The charts give the depth of water inside the lights, and one should not take too many chances in cutting corners.

A good place to break the trip if one is going straight through is at the Great Wicomico River, some eight miles below the mouth of the Potomac River. There is a small village here called Fleet, whose chief industry, however, is in fish and oysters, and, as there are several fertilizer factories there, it is not well to anchor too near to the town on account of the smell. There is plenty of water, however, anywhere in the river and good shelter about a mile and a half from the mouth. From there to Hampton Roads and Norfolk is an easy day's run, the only thing to bother one, unless he keeps well off shore, being the fish nets. There is supposed to be a light on the end of every net, but at night one cannot always count on its being lighted, and where there are so many nets it is often hard to know where the outer end of one ends and the inner end of another begins. There is always, however, a clearance, or passage, between the nets, and, while you may frequently have to skirt around the end of one, you can be sure of finding an opening between it and the next one. In running at night the only safe way is to keep well out in the channel.

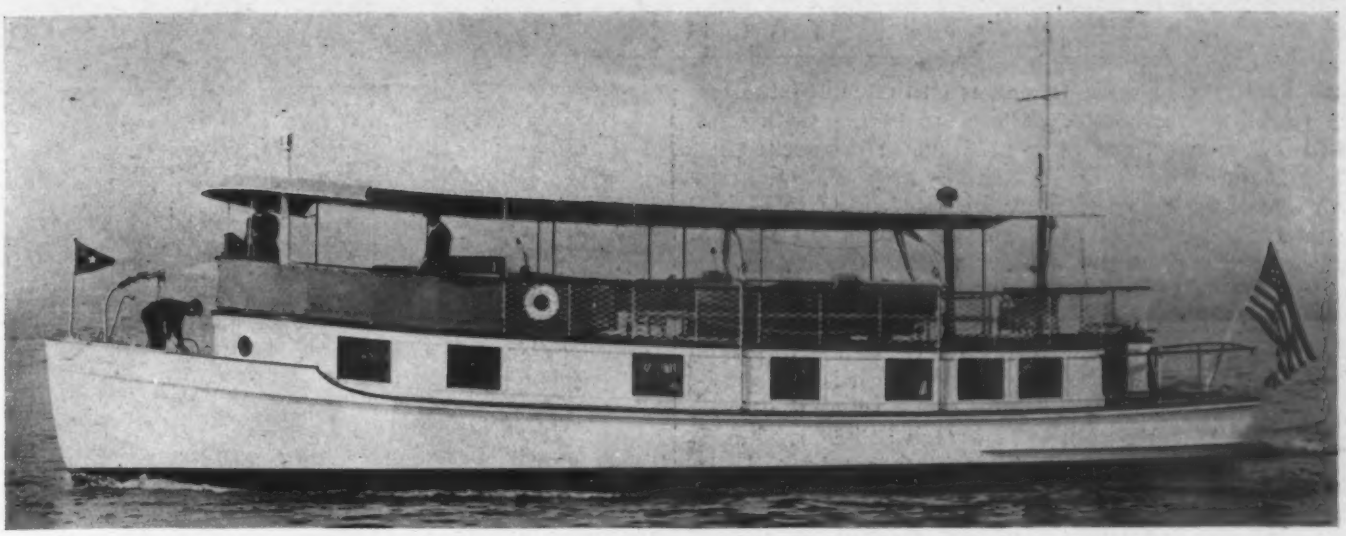


DELAWARE & CHESAPEAKE CANAL AND THE UPPER CHESAPEAKE

It would, however, be a shame to run the Chesapeake without stopping, as it is a most delightful cruising ground. On the western shore the Patuxent River, in back of Drum Point; the Rappahannock, Piankatank and York rivers and Mobjack Bay are all worth a day, while on the eastern shore a week could be spent without any trouble. There is the Chester River, Eastern Bay and the Wye River, the Tred Avon and the town of Oxford, the Choptank, with beautiful Cambridge and, lower down, innumerable waterways opening off Tangier Sound, to visit. In going South, Tangier Sound can be taken in without going much out of the way by laying a course from Cove Point to the Bell Buoy off Hooper's Island, then passing around the southern end of the island and through Hooper Strait into the Sound. A minimum of about nine feet can be carried through here at low water, and there is a fine sheltered waterway here that is most interesting. On the eastern shore the channels have to be followed pretty closely, but they are easy to find, and the charm of the innumerable islands and deeply indented shores will repay for the time lost in making the trip.

In coming down the bay one is apt to strike rough water crossing the mouth of the Potomac, especially with a strong breeze. The river is very wide, being some twelve miles across and a tide, working against a wind, kicks up a pretty nasty sea at times. The river is also so wide that there is no shelter in it without going up into St. Mary's River or the Coan River on the other side. The Rappahannock is also wide near its mouth, though shelter can be had two or three miles up the river. There is a fine little cove up at Weems and Irvington, some five miles from the mouth, with a perfectly land-locked harbor, entrance to which is through a narrow channel protected by a breakwater. In the Piankatank there is a fine little cove in back of Stovepipe Point, where snug anchorage can be had. None of these harbors are difficult of access, all the shoals being buoyed by beacon or other aids to navigation, and one only has to have the ordinary Government charts to keep out of trouble.

In approaching Hampton Roads it is not necessary to stand away out to Thimble Shoal light, as 9 feet can be carried from Back River to Fortress Monroe fairly close to shore. At Fortress Monroe the best anchorage is in the little cove back of the Hotel Chamberlain, known as Mother Hawkins' Hole, turning sharply to the westward off the Government dock and keeping to the northward of the can buoy which marks the end of a long shoal extending to the southward. Ten feet of water can be found here at low tide, and it is well protected from everything except the southwest. The channel up to Norfolk is buoyed and lighted like Broadway on a Saturday night, and one can't go wrong. The best anchorage to be had in Norfolk is in the little cove on the easterly side of the river, directly opposite the Naval Hospital and right in front of the Norfolk Boat Club. Six feet of



DREAMER AN IDEAL 60-FOOT HOUSEBOAT FOR THE SOUTHERN CRUISE

water can be had fairly close to the shore, and it is convenient to the city and yet is in out of the way. Mail can be sent here, care of the Norfolk Boat Club, and all kinds of supplies can be taken on, while there are water boats, and ice and gasolene can be procured from a scow anchored in the cove.

Norfolk is an interesting city with a picturesque old section and a very modern and up-to-date business section. It is well worth a stop of a day or two. An interesting trip is up to Cape Henry and down to Virginia Beach, which can be made by trolley in half a day.

From Norfolk careful navigation is required right through to Beaufort, N. C., which is the next natural break in the voyage. There are two routes from Norfolk into Albemarle Sound; one of them by way of the Dismal Swamp Canal, and the other through the Albemarle and Chesapeake Canal and the North

A HOUSEBOAT OFFERS UNUSUAL DECK SPACE FOR A SOUTHERN CRUISER. DREAMER

Landing River. They are about the same length, but the Dismal Swamp is a little easier to navigate, while 9 feet of water can be carried through on it, as against 8 by the Albemarle and Chesapeake route. I would advise a stranger to take the former route, but it might be a good plan to follow one route going down and the other returning, if one cared to see them both. Both are described in the Inside Route Pilot, and it is not necessary to take a local pilot except for vessels drawing the maximum of water.

Distances through the Dismal Swamp Canal are figured in statute miles, and the total distance from Norfolk to Elizabeth City, N. C., is 50 miles. The run can be made in a day, as there are only two locks. The route is up the Southern Branch of the Elizabeth River, between Portsmouth and Berkeley, opposite Norfolk, seven miles to the entrance to Deep Creek, where a dredged channel 90 to 100 feet wide and 10 feet deep extends for three miles to the first lock in the Dismal Swamp Canal. A large sign-board at the entrance to the creek points the way to the dredged channel to the canal. The canal proper is 22 miles in length,

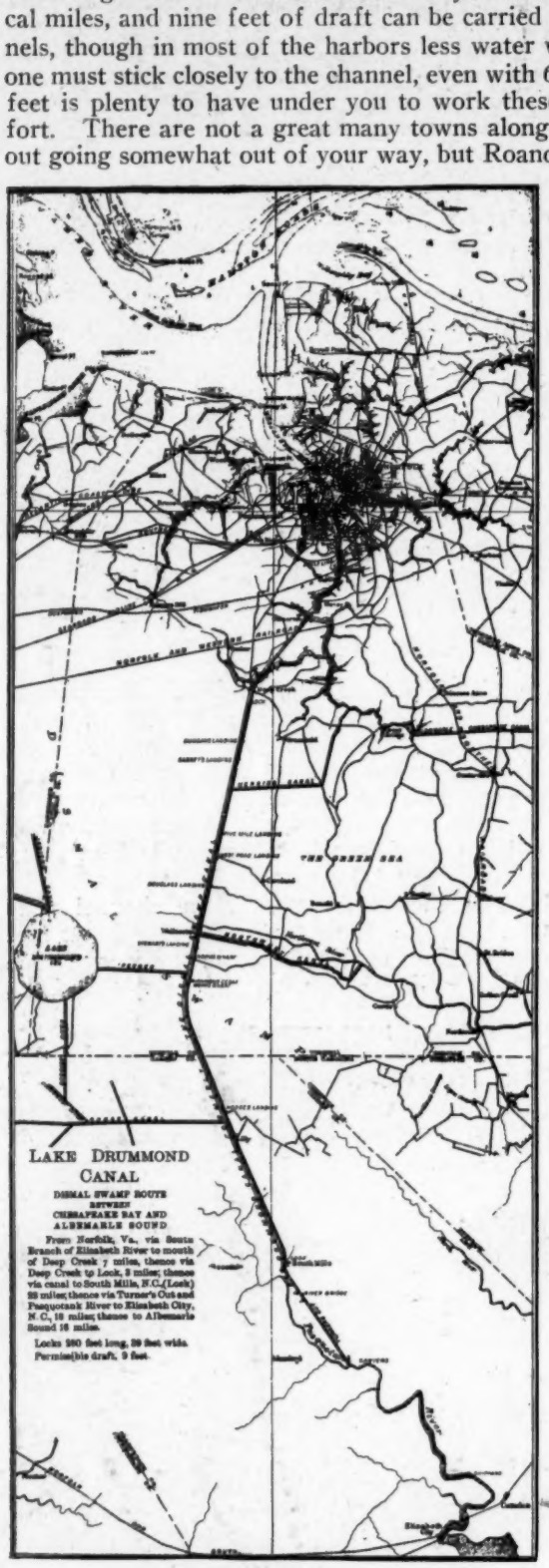
ON THE EASTERN SHORE OF MARYLAND

there being a lock at each end and a feeder from Lake Drummond about the center. The shores of the canal are wild, the cypress and juniper forests growing right down to the edge of the water, in many places trees coming right up out of the water of the canal, while here and there negro huts are seen ashore. There are turnouts on the canal about three miles apart, where vessels may pass each other. The toll is collected at the northern lock at Deep Creek.

From South Mills, at the southern end, the channel runs through Turner's Cut, about four miles, with a channel 100 feet wide nearly in a straight line, to the Pasquotank River, thence down the river 14 miles to Elizabeth City. The river has been

THROUGH THE DISMAL SWAMP CANAL

dredged and there is a depth of 10 feet from the end of the cut right down to Albemarle Sound. There are two draw-bridges to be crossed on the river, one three miles above Elizabeth City and the other at the city. Anchorage can be had below the city on the north side of the channel, where from seven to twelve feet of water can be found, while power boats can usually tie up to the bulkheads forming the water front of the town. As the run from Norfolk to Elizabeth City will take the best part of the day, it is well to tie up here for the night before going on down the river to Albemarle Sound, it being fifteen nautical miles to Wade Point Lighthouse. From Elizabeth City to Beaufort is 137 nautical miles, and nine feet of draft can be carried through the channels, though in most of the harbors less water will be found, and one must stick closely to the channel, even with 6-foot draft. Four feet is plenty to have under you to work these Sounds in comfort. There are not a great many towns along the Sounds without going somewhat out of your way, but Roanoke Island and the town of Manteo are well worth a visit.


LAKE DRUMMOND CANAL
DISMAL SWAMP ROUTE BETWEEN CHESAPEAKE BAY AND ALBEMARLE SOUND
From Norfolk, Va., via South Branch of Elizabeth River to mouth of Deep Creek 7 miles, thence via Deep Creek to Lock, 3 miles; thence via canal to South Mills, N.C. (Lock) 22 miles; thence via Turner's Cut and Pasquotank River to Elizabeth City, N.C., 18 miles; thence to Albemarle Sound 16 miles.
Locks 220 feet long, 20 feet wide.
Permissible draft, 9 feet.
THE DISMAL SWAMP CANAL

There are almost no tides in the Sounds except at Beaufort Harbor, though the winds have considerable effect on raising or lowering the water — sometimes as much as a foot and a half from normal. As a general rule, easterly winds tend to lower the level, and westerly winds to raise it. There is excellent duck shooting around Roanoke Island and the Roanoke marshes, and at Manteo headquarters can be made for a week's shooting if desired. Much of the shore in both the Albemarle and Pamlico Sounds has been preserved, though at Roanoke arrangements can usually be made to get some shooting.

The regular course from Elizabeth City is across Albemarle Sound, through Croatan Sound to Roanoke Marshes Light House, and thence down Pamlico Sound, favoring the western shore. From eight to nineteen feet of water is the average depth in Pamlico Sound. This body of water, while shallow, is almost 25 miles wide in places, and a considerable sea can be kicked up in a hard breeze, the seas being short and steep, due to the shallow water. Shelter can be found for boats drawing less than 6 feet in a number of coves along the western and northern shores, but they are usually all exposed to the southward.

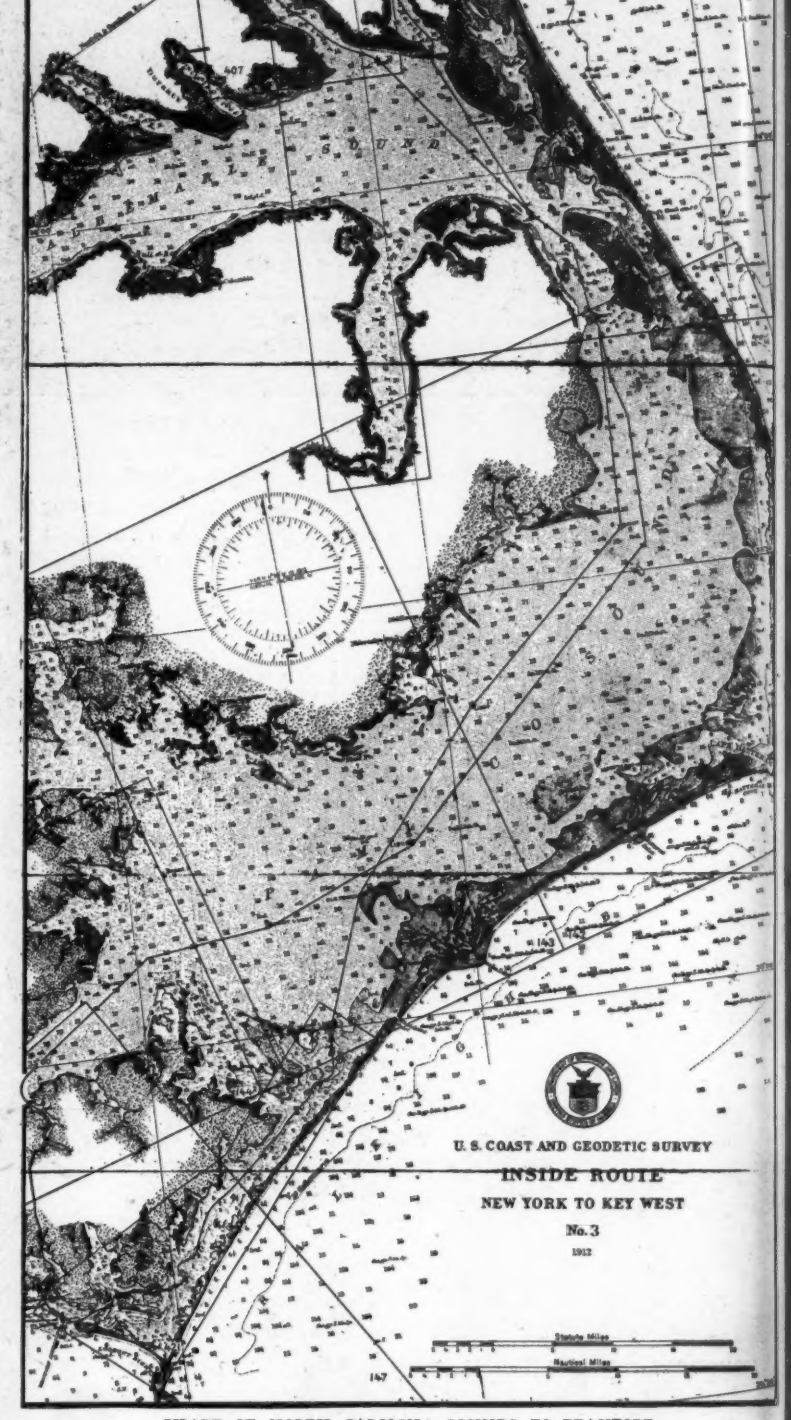


CHART OF NORTH CAROLINA SOUNDS TO BEAUFORT

Small boats can get into Beaufort through Core Sound at the southern end of Pamlico, but only four feet of draft can be carried through the southern end in a dredged channel. The route usually taken is by way of the Neuse River, and the deepest outlet to the sea is by way of Adams Creek, Core Creek, and the intervening canal recently completed by the Government.

(To be continued)

THE EVANSTON YACHT CLUB ON LAKE MICHIGAN IS THE HOME OF THE SMALL BOAT SAILOR

Making Real Sailors

By JULIAN ARMSTRONG

TWELVE miles north of Chicago's smoky center, where Lake Michigan's sandy beach makes shallow water a thousand yards from shore, is situated a little yacht club which carries more yachting enthusiasm to the cubic inch than one could expect to pack in a clubhouse where nothing but sport on the lake is offered. This little club—the Evanston Yacht Club—is located in the classic town of Evanston, where the less strenuous sports gather up the moneyed class and pack the golf clubs. Yet each year it shows an increase in its membership as the greatest of all sports gets into the blood of those who try it for the first time.

The shallow water at Evanston—there is no natural harbor—together with the stiff wind and high sea with which old Lake Michigan likes to treat her sailor folk, almost, one might say, as a steady diet, has served to develop a type of boat from the well-known Inland Lakes model which is a marvel of speed and seaworthiness.

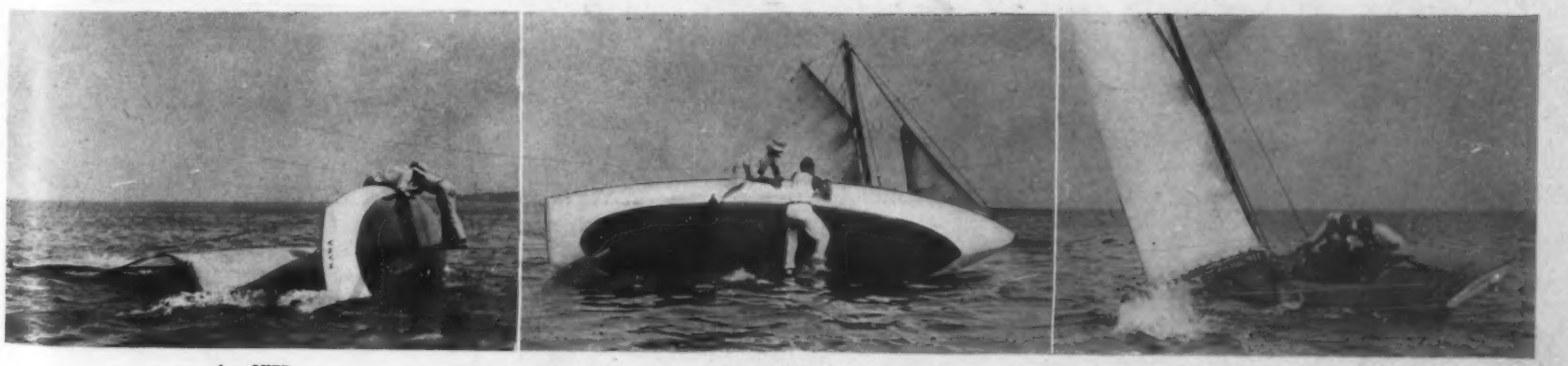
These little boats are 21 feet over all, 15 feet waterline and 5 feet beam. With their steel centerboards down, they draw about 3 feet of water. They carry 250 square feet of sail in mainsail and jib, and as much extra in light canvas as can be packed on in balloon jibs and spinnakers. The lines of the hull are fine, and the stem terminates in a bronze nose, making the whole boat present a very racy appearance—and *race* they do. Fore-and-aft sections, as well as 'midships, are closed with air-tight hatches in the cockpit, and the cockpit is self-bailing, so that these boats are practically non-sinkable. *But they will capsize.*

Strange as it may seem, this capsizing feature is boasted of by their owners as one of the "fine points" in favor of this class; and, if given careful consideration by yachtsmen who believe

1.—GETTING A KNOCK-DOWN

2.—CAPSIZING

3.—ALMOST OVER



4.—OVER

5.—RIGHTING

6.—RIGHTED

small boats are designed to make better sailors and more sailors, one is bound to agree that this feature is a point in favor of these little boats. In considering this type from that angle, however, one must know that a capsize in these boats does not mean *bottom* up—never that unless the crew is too slow to be out on the centerboard when her sails hit the water. If they are that slow they do not belong on these boats.

When these boats do capsize they simply ride flat on their side, with the mast seldom under water, and often with no water at all in the cockpit. All that is necessary to right them is to put the weight of one man at the extreme point of the centerboard, as in the picture No. 4, slack the mainsheet so the water spills out of the mainsail as she comes up, scramble aboard, "trim in," and on your course again. The whole operation, including the turnover, might take three minutes; but that would be extreme, and records of the season's racing schedule show that one boat which capsized during a race when she was a bad second was righted and won the race.

Whether the dash of cold water was just what the skipper and crew needed to speed them up the record does not state, but the finish would seem to indicate it.

These boats, contrary to the impression one might have from this capsizing detail, are extremely able and seaworthy. A good sailor who is used to sailing them will seldom capsize or trip a boom's end, and, what is more, at the end of a season's racing he will know more about the value of properly placing his "live ballast" than he would learn in five years on a large fin keeler; and that is an important point the big boat skipper does not always appreciate.

These boats, being "one-designers," are seldom more than seconds apart, and a six-boat race will generally finish with not more than four minutes between the first and last boats. As a rule, a skipper who crosses the line fifteen seconds behind the gun is a dub indeed, and his chance of winning is pretty slim. Rounding marks with booms and spinnaker poles all but lapped calls for quick action and a fair knowledge of racing rules, besides giving the onlookers a rare picture of a lively sport not often so picturesquely presented.

The sailormen at Evanston are loth to desert these little ships for larger craft; but as they grow out of them and take the stick on larger boats, this small-boat training shows itself quite plainly in the racing records they frequently make for themselves.

As we reach the years when we obtain our balance, so to speak, the big boat and a warm cabin have their undeniable attractions; but the little boat, and especially the Evanston Yacht Club's one-designers, will go a long way toward helping get that balance and the appreciation of it to its fullest extent.

The Life Boat Launch Gannet

By GERALD T. WHITE

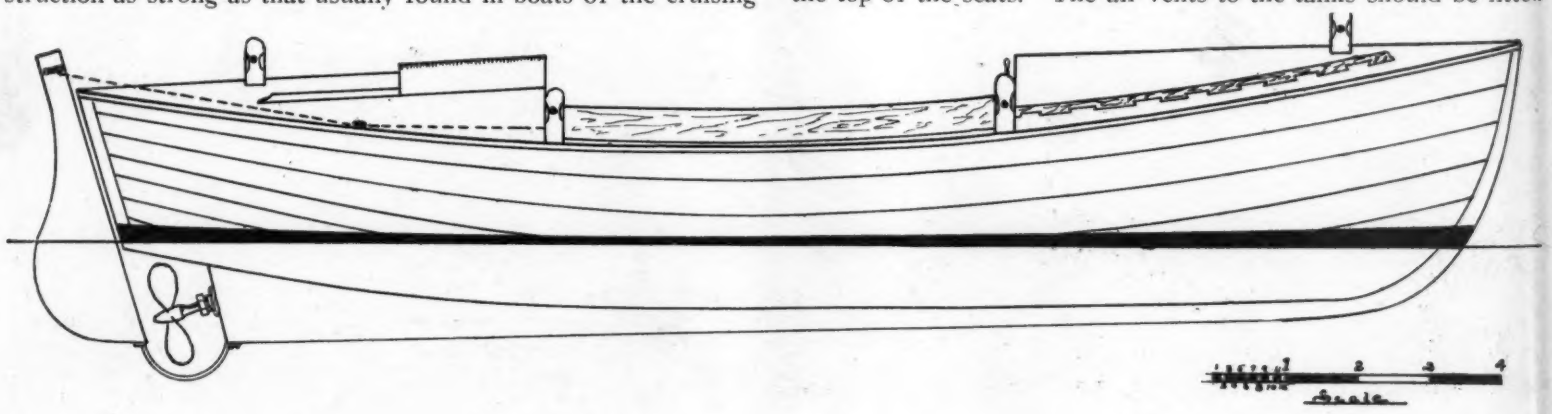
BOTH on land and sea the great cry to-day is "Safety first!" The result of this is that motor-boat designers and builders have turned their attention to producing a better and safer boat. The old-fashioned brutes with high cabin house and frail, glass windows are now almost extinct in waters where there is any chance of rough water. Probably the greatest proof of this trend toward a husky, safe boat was seen at the last New York Motor Boat Shaw in a life-boat cruiser exhibited by the Holmes Motor Company, and there is no doubt but that the boat created a great deal of favorable comment.

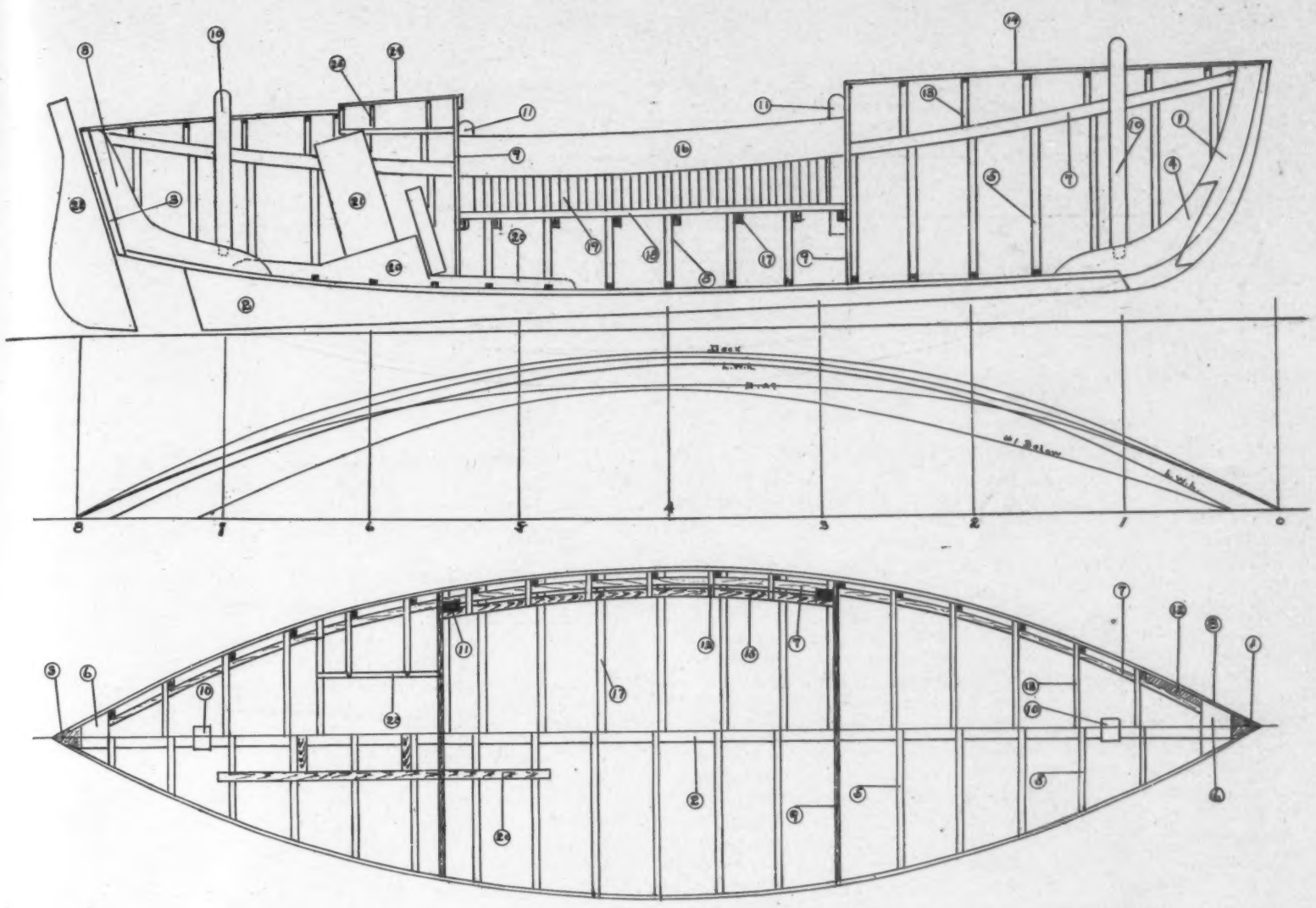
While this is true regarding cruising boats, not much attention has been paid, however, to the runabout type, despite the fact that there are many places where they have to be used on rough water. Many of the small inland lakes become so rough that it is almost impossible to keep the average open boat afloat. It is to fill the gap between the seagoing cruiser and the ordinary open boat that Gannet was designed. In her design are all the elements of seaworthiness, yet she is easy to drive. In model she is very much like the "pea-pods" used by the fishermen of the Maine coast, winter and summer.

For the boys who really want to learn as much of boat handling as possible without actually going out of sight of land, Gannet will prove ideal. Her cockpit is self-bailing and her construction as strong as that usually found in boats of the cruising type 35 or 40 feet long. The motor is entirely enclosed and the controls are lead forward under the cockpit floor to the forward bulkhead where the steering wheel is located. A single-cylinder, two-cycle motor would be advisable. One of about 6 horsepower would give a speed of about 8½ miles per hour and plenty of power for bucking head winds and seas.

With good handling, Gannet should be able to go out in practically any weather that we get in the summer. Of course, a boat as short as 20 feet will pitch in a head sea, and quite naturally she will roll some, but not nearly as much as the average runabout. If you want to make the boat unsinkable, the addition of three sixty-gallon fuel tanks with all openings closed to act as air tanks will accomplish it. There should be two tanks aft and one forward. If there is any chance of the boat ever being used for short cruises you can arrange the forward cuddy with a couple of bunks laid flat on the floor. There is not much headroom in this compartment, but plenty to let you sit upright on the bunk.

The gasolene tanks should be installed under the side seats in the cockpit and piped for gravity feed to the motor. There should be a valve at each tank and also a two-way cock at the carburetor. In this way either tank can be shut off and its piping repaired without interfering with the other. The filling caps should be in the top of the seats. The air vents to the tanks should be fitted





LINES AND CONSTRUCTION PLAN. SCALE SAME AS ON PRECEDING PAGE

with "pig-tail" copper pipes leading out through the sides of the seats.

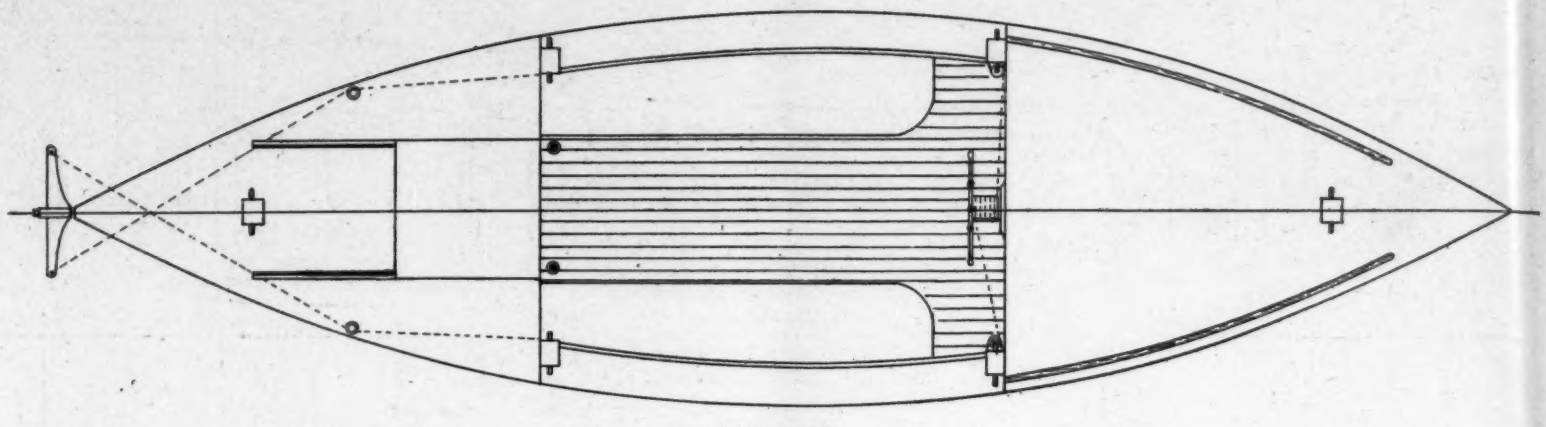
The steering gear is all outboard where it can be reached at once in case of a breakdown. An auxiliary folding tiller that fits on the rudder head can also be carried. Entire failure of the motor will be the only reason why Gannet should ever fail to return on schedule.

The construction of this boat will be a little more difficult than that of a regular type of open launch, but her building will teach you more of real boat building than the putting together of some of the little V-bottom boats that are so often described. If you intend to build this boat, make up your mind that you will have to follow closely the plans and the description given here. You can, of course, finish the cockpit to suit your own ideas; but if you want to change the shape of the boat or put in some other size scantlings you had better let these plans alone and get a naval architect to get out a set that will fill your needs.

The first thing to find is the place to build the craft. This should be a closed shop (if the boat is to be built during the winter) with a good, tight roof. If you can get one with a smooth, even wooden floor it will be ideal. The shop should be at least 24 feet long and 8 to 10 feet wide. Erect a stout workbench and fit a vise with strong iron jaws. The tools needed will include a rip saw, cross-cut saw, back saw, hammer, riveting hammer, brace, several sizes of bits, hand drill with several sizes of drills, jack plane, smoothing plane, block plane, two or three chisels and one or two gouges. A large try square, a small square, a plumb-bob, a chalk line, straight-edge and several pieces of carpenters' chalk will complete the outfit. There may be some tools that you can get along without, and there are others that you will find handy, but not actually necessary to complete the job.

Clean the floor of the shop of all dirt and snap a chalk line the full length of it for a base line about four feet from the place where you are going to set up the keel. Measure off on this base line exactly 20 feet, and then draw lines at right angles to this line every 2½ feet, as shown in the drawings. These lines are called stations, and serve to divide the boat up into eight sections. Turning to the table of offsets you will find a column marked "heights above base line." Number the stations as shown in the drawings, calling the first, or bow station, No. 0, the next No. 1, etc., to No. 8, or the stern. Measure up from the base line on the station lines the distance called for in the table "heights above base line to keel bottom." Place a chalk mark at this point on every station line. Now take a wooden batten about 22 feet in length, 1 inch wide and ½ inch thick and lay it so that its top edge touches every one of the cross marks representing the keel bottom. Small wire brads should be used to hold it in place while a line is drawn connecting all of the marks. Before drawing in the line, however, sight along the batten in order to see if it bends in a fair, even curve without humps or hollows.

The next line above the keel bottom will be the keel top. This can be drawn in in the same way. You will note that while the bottom of the keel was almost straight, the top will have considerable curvature. Three-quarters of an inch below the top of the keel you should mark another line parallel with the top. This is the rabbet line. If you wish, you can wait until you have the keel actually cut out and then mark this line with a marking gauge. The next line to draw will be the sheer line. Get the measurements from the offset table and then go ahead in the same manner as you did the other lines. You will now have the outboard



DECK PLAN

profile of the boat down on the floor full size. If you wish, you can snap another line exactly 12 inches above the base line. Mark this water line No. 1 below. Six inches above this, lay out another. This will be the load water line. Six and 12 inches above the L. W. L. make two more lines, marking them, respectively, W. L. No. 1 and 2 above. You can then draw the outline of the stem and stern knees, and your profile lay-out will be complete.

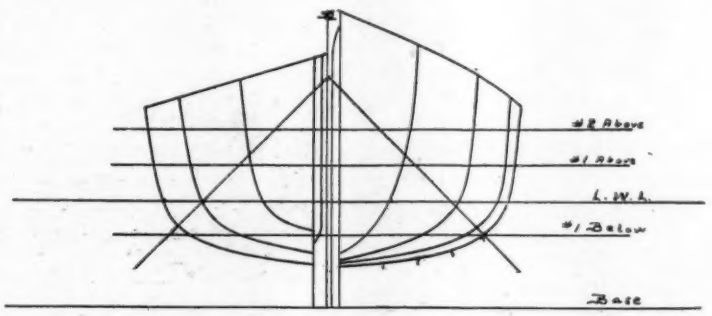
Now choose another clean place on the floor about 4 by 6 feet in size, and draw or snap a chalk line about 4 feet long that will divide the space in half. This will be the center line for the body plan, the lay-out of the moulds or sections. Snap a base line, the lower W. L., the L. W. L. and the two upper W. L.s. at right angles to the center line. Then turn to the table again. You will find one section of the table marked "Half Breadths." Measure out on the lower W. L. the distance specified in the table for the first station. Mark these measurements on each of the water-lines and connect all the spots with a line. Use a thinner batten than the first one for this work. Be sure that the batten bends in a fair curve. To get the upper end of the mould line refer to your first "lay down" plan and find the height of the sheer line at that station. Mark the number of the section at the top and then lay down the next one. All the sections forward of amidships, including the midship mould, should be laid out on the right of the center line, and the after ones at the left.

You are now ready to start work on the wooden moulds, which are set up on the keel to give the proper shape to the hull. These moulds may be made from any rough lumber about ¾ inch thick. The material should be in boards about 10 inches wide, planed on both sides. In laying down the moulds on the floor the measurement in the table of offsets are given to the *outside* of the planking. When the sections are faired up set the compasses to ¾ of an inch and lay off this distance *inside* of each section to represent the inside of the plank. The moulds are to be made to these lines. To transfer the shape of the sections from the floor to the mould material is not as difficult as it looks. Perhaps the easiest way, if the floor is even, is to get a handful of carpet tacks with large heads. Lay the tacks on their sides about 4 inches apart, with one edge of the head lightly tapped into the curved line on the floor, representing the outline of the mould. Then press your mould material down upon the sharp edges of the heads. This will leave a row of small cuts in the material, which can be connected up with a batten. Every mould will have to be made from five pieces of board; two pieces for the bottom half, two for the upper half and one for a cross piece to hold the halves firmly together at the tops. The upper edge of the cross piece should be planed straight and should reach just up to the sheer line on the moulds. It is a good idea to continue the tops of the side pieces a few inches above the sheer line, leaving the cross piece to mark the proper place for the sheer ribband. The various pieces forming the moulds should be fastened together with butt blocks at least 10 inches long, with heavy screw fastenings. There should be five moulds, one at stations 1, 2, 4, 6 and 7.

When all of the moulds have been made and numbered, lay them aside and proceed to get out the keel and stem knees. It is rather difficult to get the shape of the keel from the floor to the board in the manner described above. The easiest way for an amateur is to make a template, or mould, from a piece of thin, soft wood. This template does not have to be made solid, but strips can be cut out to the shape shown on the floor and then tacked together so they can be laid out on the keel plank. You will find that the cost of having the keel sawed out by a machine saw will be very little, and the time saved very great. Also get out templates for the stem and stern pieces. All the edges of the keel and knees should be faired up with a plane and the angles evened up. Then mark the line down each side of the keel ¾ inch from its top. This will represent the bottom of the planking.

Before setting the keel up and fastening the various parts together you will have to cut the rabbet in the stem. If desired, the stem and stern and rabbets can be left until the knees are up in place and the ribbands on. Then, by bending a short ribband around the end moulds to the rabbet line, which marks the intersection of the outside of the plank with the stem and stern, we may cut the rabbet to the proper angle so that the ribband will fit neatly into it. This, however, is rather awkward, and it is easier to cut the rabbet before the stem and stern are set up, if you know how. To do this means that a few water lines at each end must be drawn on the floor. The inside of the planking meets the stem in the bearding line, and this will be the inside face of the rabbet. Running the inside line of planking forward across the section of the stem drawn on the floor will give the proper bevel at each point, which may be taken off on a bevel board and transferred to the stem itself at the corresponding section. When all the bevels are marked on the stem each one may be cut for an inch or so up and down and then the rabbet faired out in between. This sounds complicated, but is actually much less work than struggling with the rabbet after the stem is set up in place.

In cutting the rabbet, be sure not to cut deeper than ¾ inch; in fact, it would be better to cut about 11/16 inch deep. You will note that the angle of the back rabbet, as the wide side of the cut is called, will change considerably with the side of the stem. You will have to allow for this change when you first block out the cut. The angle at the head of the stem will be much more acute than the angle lower down where the bottom waterlines cut the stem.



BODY PLAN

Now prepare the blocks upon which the keel will rest. These can be of 2- by 4-inch spruce,

set up on end and well shored to the floor. To get their proper length, take the measurements from the Table of Offsets that are marked "Heights Above Base Line to Keel Bottom," and add a foot or a foot and a half to all of these measurements. The boat will be then raised to a comfortable working height. There should be a keel block at every station. In cutting these blocks allow for any unevenness of the floor. To do this, stretch a line from the first to the last station the distance above the floor that you have decided to raise the blocks above the measurements given in the table. Then add the distance given in the table to the distance actually measured, no matter what it is.

When all the stocks have been erected and shored, set the keel on them and fasten the stem and stern knees in place with through bolts. There should be at least three bolts in each knee. Now run shores from the stem head to the floor, or to a rafter overhead, and then drop a plumb-bob from the stem head. Shift the shores from side to side until the stem is exactly straight up and down, and then fasten them. Do the same with the stern post. Secure the keel to the blocks with little cleats running up the sides of the uprights. Square the station positions across the keel top and you are ready to set up the moulds.

Each mould forward of the midship section should be set so that its after edge is even with the section mark on the keel, and the midship mould and those abaft it should be set so that their forward edges are even with the line. The moulds must be plumb and square to the center line and then shored in the correct position. Wherever possible fasten the shores to the rafters, as they are then out of the way when you are putting on the planking. When all the moulds are shored up bend the ribbands around them. The size of the ribbands is given in the scantling table. Fasten the ends of each ribband to the stem with long screws. Secure them to the moulds either with long wire nails or screws. If nails are used, do not drive them in all the way, as the heads must be left out a little for easy removal. Use twelve ribbands in all, six on each side. Before fastening the ribbands in place sight carefully along each to see that it bends in a true, fair curve. If there are any unfair spots, either trim a little off the mould or tack on a thin piece of wood until the ribband bends in a fair sweep.

Now get the timbers ready. Have at least twenty-five pairs of timbers cut, for you will be sure to break a few when bending them into the hull. On a boat like this the timbers can be bent directly into the hull while warm, and there is no need of a bending block. A good enough steam box for your purpose can be made from a piece of 6-inch water pipe about 10 feet long. Close one end with a pipe cap and lead the steam into the box somewhere near the middle. The outer end can be closed with a wooden plug or a piece of canvas rolled up. This box will hold eight or ten timbers. Provide yourself with at least six screw clamps to hold the timbers in place after they have been bent and before fastening. Start bending in the timbers amidships and work towards the ends. As soon as a pair are in nail them to the ribbands, leaving the nail heads out a little way. Before nailing the timbers be sure that they are plumb with the moulds and the proper distance apart—12 inches, center to center. When the timbers are all in and fastened, go ahead with the planking, which will be the most interesting part of the work. It is much easier to plank the boat when she is upside down, especially if she is screw fastened; so knock out the shores and turn the craft over. She should be shored firmly in place so that she will not be strained when the planks are put on.

The first plank to put on is the garboard or plank nearest the keel. To space the planks properly take your calipers and divide the half midship girth into eight parts. All the planks are the same width except the garboard, which is about an inch wider than the others. Divide the stem and stern post rabbets up in the same way and mark the spots plainly. Now you have the widths of the planks at three different places on the hull. Take the light batten used in laying down the boat and tack it to the moulds with its upper edge even with the upper set of marks just made. The space between the batten and the keel is the shape of the garboard plank. Taking this shape off the hull and transferring it to the

(*Continued on page 257*)

Great South Bay Race Week and Cruise

MOONRAY, BILL GROWTAGE AT THE TILLER

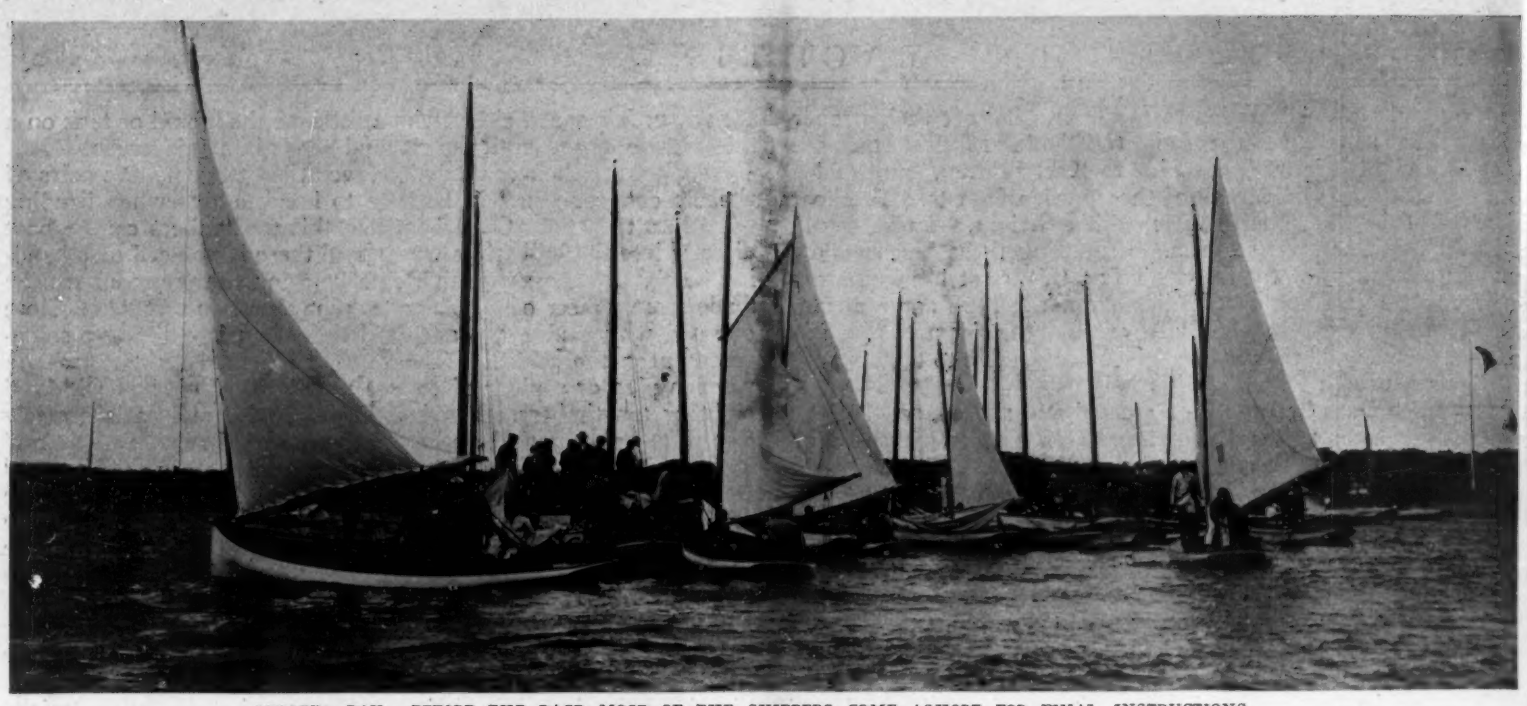
ABOUT seventy-five yachts of the combined fleets of the seven yacht clubs composing the Great South Bay Racing Association responded to the order of the president, Dr. George E. Rice, the senior flag officer, to rendezvous at Babylon, Long Island, on Tuesday afternoon, August 11, to take part in the annual race week and cruise of the organization. While the number of yachts actually racing was a little smaller than last year, greater interest was created in the results in Classes "P" and "Q" through the accession of new and untried contenders for championship honors.

In Class "P," in addition to the Constance, Alva, Kid and Escawaja, the Evangeline, an old Herreshoff boat, was re-rigged and entered by William Kreamer, of the Bellport Bay Yacht Club. She did not do as well as expected, and, while she was fairly well up with the fleet on several occasions, she could not save her time. and suffered badly when allowances were figured. In Class "Q" W. Larrabee's Count and F. L. Kreamer's Challenger were added entries, and, while the Challenger made a good fight, she was beaten for the championship by Dixie, the 1913 champion.

In addition to the four championship regattas for sailing yachts held at Babylon on August 12; Sayville, August 13; Bellport, August 14, and Patchogue, August 15, there were port-to-port runs for both motor and sailboats. The championship regattas were sailed each afternoon, followed by a night ashore at the club holding the race, where the fun was usually kept up until a late hour, while the port-to-port runs were held each forenoon, the length of these runs being from ten to fifteen miles. The only drawback was that the hospitality of the various clubs making up the Association was so lavish that the boys found it hard work to crawl out and get ready in time for the 8:15 A. M. start of the port-to-port runs.

The racing skippers had three days of wholesail breezes, while on the day of the Bellport race a stiff southwester struck in, which made the yachts tie in single reefs. Smokers or dances were given at the various clubs in the evening for the visiting yachtsmen, and there was a merry time for all. The Babylon Yacht

LADY NICOTINE, CHAMPION BELLPORT BAY ONE-DESIGN CLASS



REGATTA DAY. BEFORE THE RACE MOST OF THE SKIPPERS COME ASHORE FOR FINAL INSTRUCTIONS

Club, where the fleet rendezvoused, opened the festivities that night and the Great South Bay sailors "got together," after a year's absence, as they always do on that first reunion when the Babylon boys are the hosts. No one was heard complaining about homesickness during the cruise.

Following are the summaries of the four races that figured in the championships:

AT BABYLON, AUG. 12

Sloops, Class P.—Start, 2:06; course, 10 miles:

Yacht and Owner	Elapsed Time
Constance, F. C. Southard	1:33:04
Escawaja III, W. Leslie	1:35:21
Alva, J. W. Overton	1:35:42
Kid, J. W. Lawrence	1:36:11
Evangeline, W. Kreamer	1:37:14
Thelma, G. Cox	1:40:29

Corrected times: Constance, 1:29:45; Kid, 1:31:44; Thelma, 1:32:17; Escawaja III, 1:33:45; Alva, 1:33:57; Evangeline, 1:35:47.

Sloops, Class Q.—Start, 2:09; course, 10 miles.

Dixie, C. F. Westin	1:38:10
Constance, R. H. Post	1:41:36
Count, W. Larrabee	1:42:21
Comet, W. R. Simons	1:44:38
Challenger, W. Kreamer	1:48:55

Corrected time: Dixie, 1:36:02; Constance, 1:39:54; Count, 1:40:52; Comet, 1:44:38; Challenger, 1:44:58.

Class AA—Catboats.—Start, 2:12; course, 10 miles:

Sylph, W. C. Atwater	1:40:29
Moonray, H. Growtage	1:42:51
Keeha, H. Underhill	1:44:06
Big Sis, R. Earle	1:45:20
Dolphin, C. W. Powell	1:45:31

Bellport Bay One-Design Class.—Start, 2:15; course, 10 miles:

Lady Nicotine, F. St. John	1:44:03
Miladi, Miss Baruch	1:44:59
Lady Madge, J. D. Everitt	1:47:41
Lady Bird, A. R. Boyd	1:49:38
Her Ladyship, Miss Edey	1:49:53

B. B. Cats.—Start, 2:18; course, 6⅔ miles:

Pawnee, H. C. Halstead	1:09:13
Joy, F. Crampton	1:13:26
Adelaide 8d, T. E. Conklin	1:13:37

In B. B. Cat Class protest of Adelaide against Joy has not been passed upon by committee.

Bellport Bay Special Class.—Start, 2:21; course, 6⅔ miles:

Curlew II, G. W. Douglass	1:13:24
Scorpion, F. Kramer	1:14:11

Unqua Corinthian, Cats.—Start, 2:24; course, 6⅔ miles:

Margaret, R. S. Haights	1:14:00
White Hope, L. Smythe	Dis.
Lizette, R. D. Melick	Did not finish

Fifteen Footers.—Start, 2:27; course, 6⅔ miles:

Pluto, K. Hayward	1:20:21
Taffy, S. H. Post	1:21:16
Kewpie, R. H. Post, Jr.	1:22:53

All 15-footers disqualified for having sailed wrong course.

Small Catboats.—Start, 2:30; course, 3 miles:

Fannie, E. Smith	42:14

BELLPORT, AUG. 14

Sloops—Class P.—Start, 2:06; course, 10 miles:

Yacht and Owner	Elapsed Time
Alva, J. W. Overton	1:44:52
Escawaja III, W. Leslie	1:46:08
Evangeline, W. Kreamer	1:47:30
Constance, F. C. Southard	1:48:32
Kid, J. W. Lawrence	1:49:12

Corrected time: Alva, 1:43:50; Escawaja III, 1:45:05; Constance, 1:45:56; Kid, 1:46:28; Evangeline, 1:46:46.

Sloops—Class Q.—Start, 2:09; course, 10 miles:

Dixie, C. F. Westin	1:51:19
Challenger, W. Kreamer	1:55:26
Vive, A. C. Smith, Jr.	1:56:40
Constance, R. H. Post	1:57:38
Count, W. Larrabee	Withdrew

Corrected time: Dixie, 1:49:11; Vive, 1:54:58; Constance, 1:55:56; Challenger, 1:54:07.

Moriches Cats—Class AA.—Start, 2:12; course, 10 miles:

Sylph, W. C. Atwater	1:56:00
Dolphin, C. W. Powell	1:56:53
Moonray, H. Growtage	1:58:07
Claire, W. Kreamer	2:01:12
Big Sis, R. Earl	Withdrew

Bellport Bay One Design.—Start, 2:15; course, 10 miles:

Lady Nicotine, F. St. John	2:00:40
Her Ladyship, Miss Edey	2:03:04
Lady Madge, J. D. Everitt	2:03:11
Lady Bird, A. B. Boyd	2:03:17
Miladi, Miss Baruch	2:04:20
Lady Bug, G. F. Droste	Did not finish

Moriches Cats—Class BB.—Start, 2:18; course, 6⅔ miles:

Adelaide III, T. B. Conklin	1:20:50
Joy, F. Crampton	1:20:57
Pawnee, H. C. Halstead	1:21:12

Sloops—Class X.—Start, 2:21; course, 6⅔ miles:

Scorpion, F. Kramer	1:23:40
Curlew II, G. W. Douglass	1:24:58

U. C. Cats.—Start, 2:24; course, 6⅔ miles:

White Hope, L. Smyth	1:25:09
Margaret, R. S. Haight	1:26:00

Fifteen-Footers.—Start, 2:27 P. M.; course, 6⅔ miles:

Kewpie	1:39:07
Pluto	1:40:22
Taffy	Disabled
No Name	Withdrew

SAYVILLE, AUG. 13

South Side Yacht Club Regatta—Class P.—Start, 2:06; course, 12 miles:

Yacht and Owner	Elapsed Time
Constance, F. Southard	2:01:00
Thelma, G. Cox	2:08:37
Escawaja III, W. Leslie	2:09:32
Kid, J. W. Lawrence	2:10:45
Evangeline, W. Kreamer	2:11:13
Alva, J. W. Overton	2:13:11

Corrected time: Constance, 1:37:28; Thelma, 1:57·52; Kid, 2:06:00; Escawaja III, 2:07:59; Alva, 2:09:39; Evangeline, 2:10:13.

Sloops—Class Q.—Start, 2:09; course, 12 miles:

Challenger, W. C. Kreamer	2:02:07
Eagle, J. E. Rudolph	2:03:07
Dixie, C. F. Westin	2:07:28
Count, A. Larrabee	2:09:50
Constance, R. H. Post	2:10:10
Comet, W. R. Simmons	2:19:45
Vive, A. C. Smith, Jr.	2:28:00

Corrected time: Challenger, 1:58:19; Eagle, 1:57:08; Dixie, 2:02:51; Count, 2:05:41; Constance, 2:06:01; Comet, 2:19:45; Vive, 2:23:51.

Moriches Bay Cats.—Start, 2:12; course, 12 miles:

Big Sis, R. Earl	2:21:26
Sylph, W. C. Atwater	2:22:35
Moonray, H. Growtage	2:22:35
Keeha, H. I. Underhill	2:26:25
Dolphin, E. Powell	2:30:43

Bellport Bay One Design.—Start, 2:15; course, 12 miles:

Her Ladyship, Miss J. O. Edey	2:26:36
Lady Nicotine, F. L. St. John	2:28:55
Lady Bird, A. B. Boyd	2:32:58
Madge, J. W. Everitt	2:34:56
Miladi, B. Baruch	2:34:58

Moriches Bay Cats—Class B. B.—Start, 2:18; course, 12 miles:

Pawnee, H. C. Halstead	2:14:22
Adelaide, F. B. Conklin	2:14:55
Joy, E. B. Reynolds	2:17:11

Point of Woods One Design.—Start, 2:21; course, 12 miles:

E. C. T., C. Tenlock	2:23:52
Tadpole, Miss Hard	2:25:10
Thrush, P. D. Collins	2:29:30
Osprey, S. Eiskin	2:29:10

Class X, Sloops.—Start, 2:24 P. M.; course, 12 miles.

Curlew II, G. Douglass	2:30:23
Gretchen, E. Burns	2:30:35

Unqua-Corinthian Cats.—Start, 2:27 P. M.; course, 12 miles:

Margaret, R. S. Haight	2:21:40
White Hope, L. Smyth	2:26:40

Fifteen-Footers.—Start, 2:30 P. M.; course, 6 miles:

Taffy, R. H. Post	1:23:40
No Name, R. Provost	1:28:30
Pluto, K. Hayward	1:30:10
Kewpie, R. Post, Jr.	1:34:04

PATCHOGUE, AUG. 15

Sloops—Class P.—Start, 2:06; course, 15 miles:

Yacht and Owner	Elapsed Time
Alva, J. W. Overton	2:14:07
Evangeline, W. Kreamer	2:14:24
Constance, F. C. Southard	2:15:27
Kid, J. W. Lawrence	2:26:40
Escawaja III, W. Leslie	2:29:15

Corrected time: Constance, 2:11:33; Alva, 2:12:34; Evangeline, 2:13:18.

Sloops—Class Q.—Start, 2:09; course, 15 miles:

Dixie, C. F. Westin	2:21:27
Constance, R. H. Post	2:24:03
Comet, W. R. Simons	2:29:00
Vive, A. C. Smith, Jr.	2:34:25
Count, W. Larrabee	2:34:42
Challenger, W. Kreamer	2:24:07

Dixie won; Constance second.

Moriches Cats—Class AA.—Start, 2:12; course, 10 miles:

Big Sis, R. Earl	1:42:42
Moonray, H. Growtage	1:43:20
Keeha, H. I. Underhill	1:43:45
Dolphin, C. W. Powell	1:44:20
Sylph, W. C. Atwater	Disabled

Bellport Bay One Design.—Start, 2:15; course, 10 miles:

Lady Nicotine, F. St. John	1:46:00
Lady Bird, A. B. Boyd	1:46:02
Miladi, Miss Baruch	1:46:16
Lady Madge, J. D. Everitt	1:51:26

Lady Nicotine disqualified.

Moriches Cats—Class BB.—Start, 2:18; course, 10 miles:

Adelaide III, T. B. Conklin	1:39:25
Pawnee, H. C. Halstead	1:40:40
Joy, F. Crampton	1:41:58

Sloops—Class X.—Start, 2:21; course, 10 miles.

Scorpion, F. Kramer	1:49:45
Curlew II, G. W. Douglass	1:50:24

Unqua-Corinthian Cats.—Start, 2:24; course, 10 miles:

Margaret, R. S. Haight	1:49:18
White Hope, L. Smythe	1:49:24

Fifteen-Footers.—Start, 2:27; course 5 miles:

Taffy, R. H. Post	1:00:40
Kewpie, R. H. Post, Jr.	1:01:59
Pluto, K. Hayward	1:03:43
Curlew II, O. Smith	1:04:40

Small Cats.—Start, 2:30; course, 5 miles:

Chiquita, W. Hills	1:02:13
Fannie, E. Smith	1:04:20

The Queen of the Bay Cup, sailed for at the Sayville Regatta, was won by Dixie. In Class "P" the championship was won by E. F. Southard's Constance; in Class "Q," by C. F. Westin's Dixie; Bellport Bay one-design, F. L. St. John's Lady Nicotine. In Classes AA and BB cats the results are in doubt pending decisions of committees on fouls; in Unqua Cat Class, R. S. Haight's Margaret won the championship, while in the fifteen-footer class R. H. Post's Taffy was the lucky boat.

Among the cruising yachtsmen who followed the races were Commodore C. H. Southard, with his Impatience; Commodore W. T. Louden, in Nedoul; Commodore C. E. Keator, in Josephine II; Commodore Francis H. Holmes, in his Wanderer; John Snedecor, with Mabel, and Dr. George E. Rice, in the flagship Wahnetah.

"WE SNUGGED HER DOWN TO UPPER AND LOWER TOPSAILS"

How the League Went to Sea

By JOHN ARTHUR BARRY

PART II

[The League of Ancient Mariners, an association composed of ex-sea captains, make a bet among themselves that they can go to sea again before the mast and get a discharge with "very good" written on it. The bet is taken up by several of the members, the youngest of whom is sixty-five, and they ship on board the Zenobia for a trip to Cape Town.]

"DAMN the Bight!" said the doctor. "I remember when I was mate of the old Caduceus, getting such another blow—only harder. Lost a whole suit of new sails. Lucky they went, too, or the sticks would ha' gone. That was in the year sixty. Long passage; one hundred and forty-three days to Kurrachee."

He was a little round man, the doctor, quite bald. He wore gold spectacles; a cheerful soul, always ready with quip and jest. And we gathered that he had left a large practice in Capricorn in order to show his faith in the efficiency of the Ancient Mariners. He had been a Conway boy, and had held command twice ere leaving the sea and taking to medicine. Now, at the age of sixty-five, he found himself engaged on this wild freak—and to all appearance thoroughly enjoying it.

And the yarns they spun about their old ships were a source of never-failing joy to Phil and me. Also, as time passed and we rounded the Leuwin and steered north-about to catch the Southeast Trades and got into finer weather, the old gentlemen became absolutely frisky; their joints seemed quite limber, their backs straighter, voices deeper, eyes clearer. The ozone of the sea was making itself felt in their veins and arteries; they were rejuvenated.

"I never thought I'd live to see it," remarked the chief officer one day, "but here's a crew without a growler among 'em."

"They've done their growling, sir," remarked Phil, "years before we were born. Besides, come to think of it, what have they to growl about now? So far as I can make out, they're all well off; and this picnic will do 'em so much good that they'll live as long as the albatross they wear on their medals."

"I think," remarked Lord, one evening as the Zenobia forged along in a phosphorescent sea, steady as a house, and making a comfortable, droning noise at her bows as they clove the milky masses that rose and fell away again in hills and hollows, all besprinkled with jewels, "I think I'll take to the sea life again for good. After all, there's nothing like it."

"Yes," remarked another ancient, after the laugh had subsided; "but I say, Cap'en, what about that snug cottage o' yours, and the fine bit o' city property with the terrace of houses and the shops, and the rents all coming in reg'lar?"

"Um!" remarked Lord, "well, I suppose there is a certain amount of responsibility attaching to property. And perhaps, after all, I'd better stop ashore and help you lads to spend that two hundred pounds."

By this time we were all familiar with the terms of the bet—which was as good as won. In another month or so the mariners would be speeding home as fast as steam could carry them with their well-earned discharges in their pockets, for they had only shipped "by the run." They were never idle. They set up all the standing rigging, rattled down, painted, scrubbed, made chafing-gear, and were generally as busy as bees during their watches on deck.

"By the Lord, Harry," remarked the mate more than once, "I'll be sorry to lose this crowd—ancient as it is! I expect we'll have to ship the usual piebald mob at the Cape—sour, grumbling, worthless sogers who'll not do a hand's turn unless you drive 'em to it. "Yes, I'd like to keep the albatrosses for the round trip, whatever the skipper may think about it."

But evidently Captain Haynes would have preferred a less independent and a more ignorant crew. The Leaguers knew too much for his peace of mind; and he disliked the expert criticism which he was pretty sure went on in the fo'c'sle, as to his seamanship and the handling of his vessel.

Not that there was much to find fault with so far, but the ancient ones were exacting. Some of them had sextants, and, much to the aggravation of the skipper, they used to "shoot the sun" at midday, and "from information received" through sources aft, knew just as much with regard to the ship's position as any of the executive.

"He's keeping her too low down," one would remark. "At this time o' the year it's always best to stretch well away to the no'thard. Then make into the coast and catch the Agulhas current."

"Oh, well," another would say, "we ain't doing so badly, although I must say I've seen better Trades. They don't seem to blow so steady as when I was around these parts afore. I remember, now, in the old Dacia——" and so forth, and so on.

One day we met a steamer. The ancients, ogling her with binoculars and telescopes, presently showed signs of excitement.

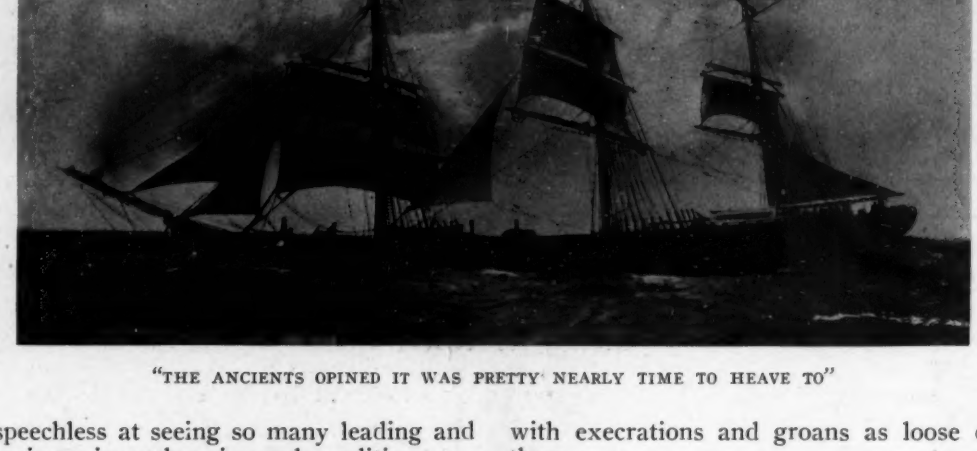
"Call me Dutch," suddenly exclaimed one of them, "if that ain't Harry Henderson and the Loango! We ought to hoist the flag. He's an honorary member o' the League. He's giving up the sea this trip. Going into the stevedoring business. He'll be elected permanent at the next meeting. Let's ask the skipper if he minds."

Lord went aft for the required permission, which was grumpily given on condition that the flag should be flown at the fore.

Of course there were no signal halyards rove, but one of the boys soon remedied that, and by the time that the Loango, a big lump of a tramp, was on our port bow, a great red burgee, bearing in white letters the full title of the League, together with the emblematic albatross, was streaming from the fore royal masthead in great style.

Apparently attracted by the phenomenon, the Loango altered her course, slowed down, and came quite close to the Zenobia, so close that we could make out the puzzled faces of her officers on the bridge as they stared aloft at our fore.

The ancient ones had gathered on the fo'c'sle head, and they now hailed the steamer and called the skipper by his given name, and sent messages home by him, and generally made a deuce of a noise, while Henderson still stared speechless at seeing so many leading and reputable citizens of Capricorn in such guise and condition.



"THE ANCIENTS OPINED IT WAS PRETTY NEARLY TIME TO HEAVE TO"

At last, finding his voice, he roared, "What are you doing there? Have you been shanghaied? Shall I stand by to take you off?" and was answered by shouts of "No, no, Harry, it's all right. We've going to sea again for our health. They'll tell you all about it when you get home." Then they dipped their flag thrice in farewell as the steamer forged ahead, her skipper bearing on his rugged features a comical look of bewilderment.

Presently the Trades failed us quite suddenly and unexpectedly, and in their place we ran into even heavier weather than we had encountered in the Great Bight. But there was no trouble as regarded "snugging down" the Zenobia on this occasion. Our seasoned old salts simply waltzed around her, so to speak, and the weather being warm, they quite enjoyed themselves. Fortunately, the wind was fair, and under her topsails and foresail the ship ran swiftly before it with a high sea following her.

"Algoa Bay should lie 'bout 300 miles to the west'ard," remarked an ancient at supper-time. "Port Elizabeth, they call it now. Beastly hole when I was there thirty year ago—all sand and flies and niggers ashore, and cut and run like hell from the roadstead in every westerly blow."

"Well," said another, "this gale'll see us well on our way to Table Bay. And not before it's time, either; for the tucker is getting mighty short. We're about down to ham and cheese; enough to take us in."

"Yes, I expect we'll be walking up Adderly Street in less than a fortnight," remarked Lord. "And I think we'll all be sorry, gentlemen, when this little trip of ours is over. Perhaps some day——"

But he never got any further with his impromptu speech. Somehow or other, probably through inattention on the part of the helmsman, the Zenobia came up too much in the wind, and one of the big following seas, taking a mean advantage of the ship, crashed over the quarter and filled her decks from rail to rail, fore and aft.

The fo'c'sle doors burst asunder, and in surged the water, carrying us all off our feet, and slamming us to and fro, and 'thwartships, and every other way, banging us against chests that had broken adrift, and generally mixing everybody up in great style.

Almost all the watch on deck had sneaked into the starboard side for a smoke, so that there was no lack of company in misfortune.

The lamp was out, and from all sides arose cries, and oaths, and strange gurglings and chokings, as we hung to each other and anything else we could feel.

"The d——d ship's overboard," gasped an ancient who had gripped me fast by a leg and refused to let go.

"Strike a light, somebody!" exclaimed the doctor's voice, sputtering and cursing, as I got clear at last and clambered into a top bunk.

"Light your grandmother!" retorted Lord's bass tones. "Let's get out of this. On deck, everybody. The water's clearing. Let go of me; whoever y'are under the windlass there, or I'll kick the head off you."

Similar compliments were being exchanged among the ancients, mingled with execrations and groans as loose dunnage washed against them.

But at last we all scrambled free of the place, and, soaked and bruised, crawled aft, relieved beyond measure to see the Zenobia apparently undamaged and running as fast as ever.

We lost nothing; but it was a great wash-out from cabin to fo'c-sle—utter and complete. There was not a dry stitch for'ard or aft, and for once the ancient mariners, as they gathered their belongings together, seemed to think that there might be more comfortable places to be found than the Zenobia.

The next day it blew harder than ever, and we took in the fore and main upper topsails and stowed the mizzen, while the ancients opined that it was pretty nearly time to heave-to. But the skipper seemed to think differently; for though manifestly anxious, as he stared aloft and around, he still kept all on.

At four bells in the morning watch we sighted a big ship with only her lower masts standing. She was fair in our track, hove-to but making shocking weather of it. The three topmasts had gone at the caps. From the mizzen peak the red ensign flew Jack down, while presently through our glasses we could see a string of signals fluttering up the halyards.

The wreckage of spars and canvas had for the most part fallen inboard, and she looked a most deplorable object as she one moment rose to the summit of a comber, full in view, and with a heavy list to port, and then disappeared from sight in one of the great watery valleys. The skipper was on deck eyeing her through his glasses. It was the chief mate's watch, and he went into the cabin and returned with the signal book, telling the two apprentices to get our own flags ready to bend on.

"What are you about?" asked Captain Haynes.

"Won't you see what she says, sir?" asked the mate.

"What's the use?" replied the skipper. "We can't help her in any case. Make fast those halyards again and put the flags away."

As it happened, Lord, the best helmsman in the ship, was at the weather wheel. We were rapidly approaching the other ship, and could already distinguish the figures of people aft; could also see that she was desperately low in the water, and that all the forepart of her was constantly swept by breaking seas.

The mate stood irresolute with the book in his hand, looking from the skipper to the laboring hull ahead.

"Did I hear you say, cap'n," shouted Lord, "that you were going to carry on, and not try to help those poor chaps yonder?"

"You did," replied the captain, angrily. "Nothing can be done for them. And I'll not risk the loss of my ship in trying to assist them. No man could do anything in such weather. And, in any case, it's no business of yours."

"By G——d, is it not!" exclaimed Lord. "You useless son of a sea-cook! You fine-weather sailor trash! Here, Mister Mate,

you take the wheel. And the League 'll show this poor yahoo how to do his work."

And the mate, dominated by the great roaring voice, and the cold fury in the keen blue eyes, took the weather helm, while Lord rushed for'ard and called the watch below.

"On deck, all hands!" he bellowed. "Here's men drowning alongside us, and the murderin' skipper won't even have a try to help 'em. Jump, you Leaguers, jump as you never jumped before!"

They were up in a jiffy, having turned in "all standing."

And then Lord practically took charge of the ship. First he clewed up the foretopsail and stowed it. Then he hauled the foresail up, and putting his helm down rounded short to in a bit of a smooth, furled the foresail, and in a very short time the Zenobia, under his skilful handling, was lying hove-to under a lower maintopsail and forestaysail as quietly as a duck asleep in a pond.

Needless to say that Phil and I seconded the patriarchs to the utmost of our power. So, indeed, did everybody but the mates. It was mutiny of a kind; and with the skipper lay the power to ruin their careers. Therefore, they merely stood by and looked on, while our two selves and the boys and the "idlers"—the cook, carpenter and sailmaker—aided and abetted Lord and his crowd for all we were worth.

The stranger was now broad on our port bow, some half a mile distant, and it was evident to all that her time was getting short; she seemed deeeper in the water than ever; indeed, all hands—we counted a dozen—were in the mizzen rigging.

To a sailor's eye she presented a dreadfully pathetic spectacle as she wearily crawled up one great declivity and went sliding out of sight into the gulfs between. And all the time the Zenobia drifted steadily down upon the derelict, while on the break of the fo'c'sle stood Lord watching, and at intervals signaling to the two ancients who had relieved the wheel. Presently he set the foretopmaststaysail, put the helm up, kept his maintopsail full, squared the headyards, hauled down the staysail again, and once more hove her to on the other tack; a delicate piece of maneuvring which brought the Zenobia's bows heading straight for the stern of the other vessel.

But we shipped several seas during these proceedings that more than once nearly filled our decks, and some of us had narrow shaves from going overboard. It takes the highest standard of seamanship to monkey with a vessel in such weather as prevailed, and both Phil and I doubted very much whether Lord could effect any good by tempting Providence further in the way he was doing, splendid sailor as he had shown himself to be. But we were mistaken.

"Clear away the life-boat," was the next order he gave, and the ancients rushed her off the 'midship skids, hooked tackles on to each end of her, and in a very short time had her ready for shoving overboard.

Then he had drums of oil brought out of the lamp lockers and lashed to the rail under the lower fore and main rigging, and holes punched in them through which the oil leaked slowly into the sea.

"By Jingo!" exclaimed Phil, in admiration, "there's a wrinkle for you! That chap's got a headpiece on him, if you like. Harry, my man," he added, as he watched the magical effect, "we'll do the trick yet."

It must be remembered that the use of oil in a heavy sea was almost unknown in those days—so far, at any rate, as concerned sailing-ships. But Lord had seen it successfully tried once before, even in his time.

"Out boat!" suddenly shouted Lord. "Ward, Scott, and three others. I must stop here, or the Old Man'll be giving us the slip."

In a minute the boat was in the water; and, while Phil and I were fending her off the Zenobia's side four of the ancient ones fell into her, and the next thing we knew we were adrift and sinking into a valley, cool and dark and deep, and the ship was hidden from sight.

But there was not much danger; the oil had done its work well, and we out-oars and pulled with a will towards the wreck, while faintly to our ears came the voices of the Ancient Mariners cheering shrilly. By the time we reached the derelict she was nearly awash aft, making our task of rescue almost easy, as man after man jumped and was hauled inboard, a baker's dozen of them, all told. The remainder had been killed by falling spars, or washed off the decks.

As we pulled back to the Zenobia we could see them preparing to make sail upon her. But the getting on board! There lay the Zenobia with her iron sides towering like a wall above us, rolling not a little as she sank and rose amid her oily surrounding. But for the oil we should never have trod the old ship's decks again. Lord and his men emptied whole drums over amidships until they made a "smooth." Meanwhile, scores of ropes' ends were hung over the rail with bowlines in them. There was nothing else for it.

"Now," roared the great voice, "pull in like hell and grab your lines!"

The ship was rolling gently towards us on the slope of a big comber as Phil skilfully put the life-boat alongside, and as the Zenobia arose she carried and dragged with her the entire boat's company. Some stuck to her sides like flies against a pane of glass; others, gasping and half-choked with oil and salt water, were hauled up hand-over-hand like monstrous fish by the crowd inboard.

It was a wonderful save; bar many bruises and missing patches of skin, there were no casualties. But the boat was lost, of course. It would have been sudden death to attempt to keep her alongside for more than a minute.

The first words the rescued captain said, after a glance at where his vessel had been, were: "She's gone! You were only just in time. Where's the master of this ship? I want to tell him he's the greatest sailor-man that sails the seas to-day."

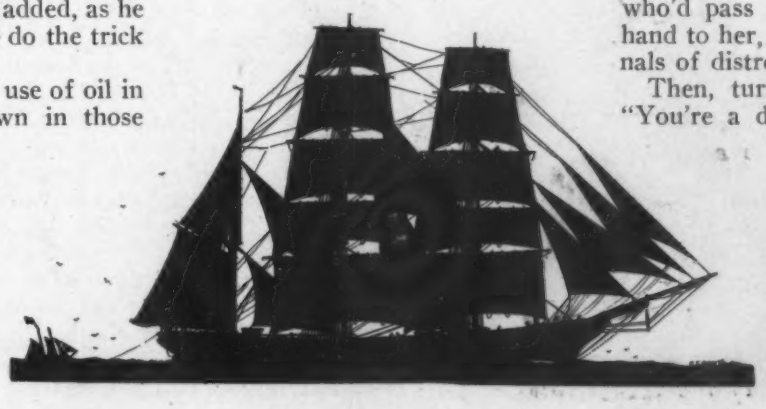
At this moment Captain Haynes, bursting with envy, malice and indignation, rushed forward, and addressing Lord, shouted: "You infernal scoundrel, have you finished with my ship yet? Or are you going to play any more crazy games with her? There's the life-boat gone now! And you and your crowd shall pay for her, and go to jail into the bargain directly we get to Cape Town. League of Ancient Mariners! I'll league you when we arrive. And you'll get no discharges from me except 'decline to report,' I can assure you."

"Keep your hair on, cap'en," replied Lord, coolly. "And take your old hooker, now I've done with her. You ain't fit to have charge of a mud scow in a pinch. But we'll all stand by and help you when you get jammed again."

Meanwhile, the master of the lost ship, having gathered the true state of affairs, shook hands heartily with Lord, complimented him on his skill and courage, and finally asked permission to take up his quarters for'ard.

"I've got no time," he concluded, "for a man who'd pass a sinking ship without lifting a hand to her, even so far as answering her signals of distress goes."

Then, turning to our skipper, he added: "You're a disgrace to the name of seaman, sir. You needn't talk Cape Town jail to these men. It's Cape Town, aye, and all England, will talk to *you*." So saying, he and his men went away for'ard, while Haynes, purple-faced and gasping with rage, clambered onto the poop.



Ten days later the Zenobia entered Table Bay. And when the

master of the lost ship Windward, of London, went ashore and told the story of the rescue, even slow-going and lethargic Cape Town awoke to a large amount of enthusiasm.

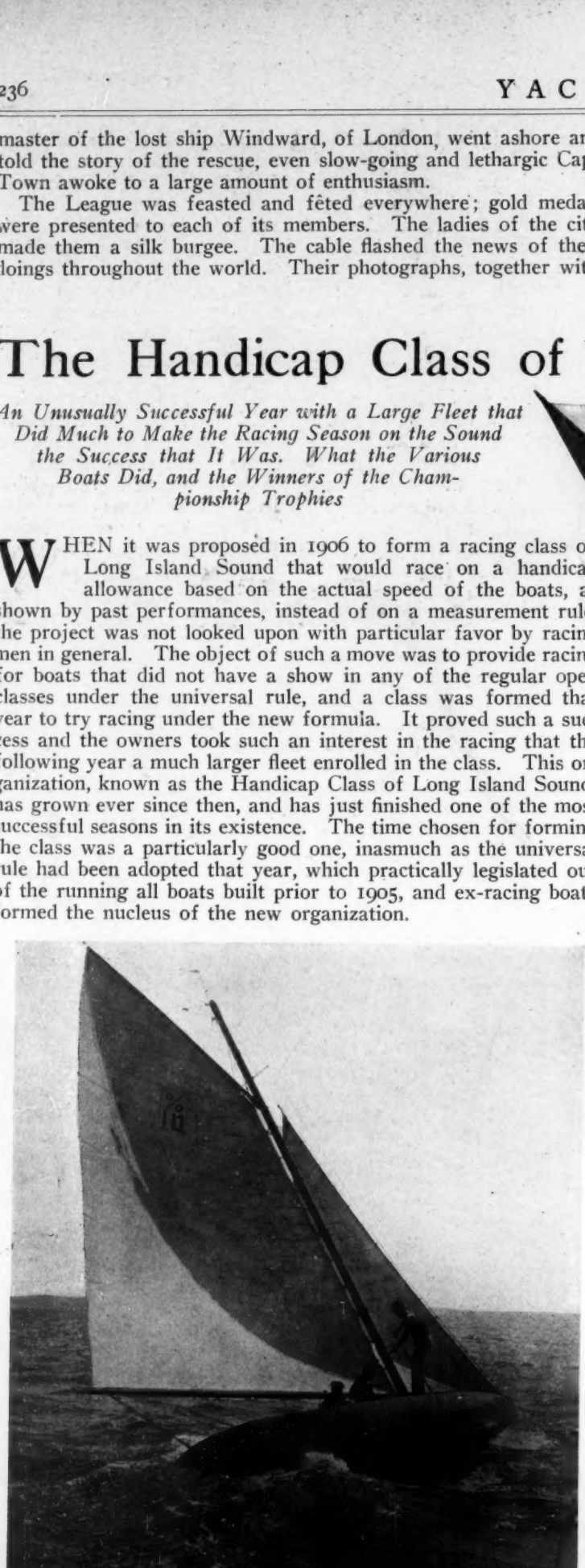
The League was feasted and fêted everywhere; gold medals were presented to each of its members. The ladies of the city made them a silk burgee. The cable flashed the news of their doings throughout the world. Their photographs, together with their combined and individual ages, were in all the shop windows, selling like hot cakes at two shillings each in aid of the Shipwrecked Mariners' Society.

And the Ancients behaved themselves with an unassuming modesty that made them immensely popular. But they thought more of the discharges bearing their three "V.G.'s," writ large, than they did of all the compliments showered upon them.

The Handicap Class of Long Island Sound in 1914

An Unusually Successful Year with a Large Fleet that Did Much to Make the Racing Season on the Sound the Success that It Was. What the Various Boats Did, and the Winners of the Championship Trophies

WHEN it was proposed in 1906 to form a racing class on Long Island Sound that would race on a handicap allowance based on the actual speed of the boats, as shown by past performances, instead of on a measurement rule, the project was not looked upon with particular favor by racing men in general. The object of such a move was to provide racing for boats that did not have a show in any of the regular open classes under the universal rule, and a class was formed that year to try racing under the new formula. It proved such a success and the owners took such an interest in the racing that the following year a much larger fleet enrolled in the class. This organization, known as the Handicap Class of Long Island Sound, has grown ever since then, and has just finished one of the most successful seasons in its existence. The time chosen for forming the class was a particularly good one, inasmuch as the universal rule had been adopted that year, which practically legislated out of the running all boats built prior to 1905, and ex-racing boats formed the nucleus of the new organization.



ROBINHOOD III, A NEWCOMER IN THE THIRD DIVISION

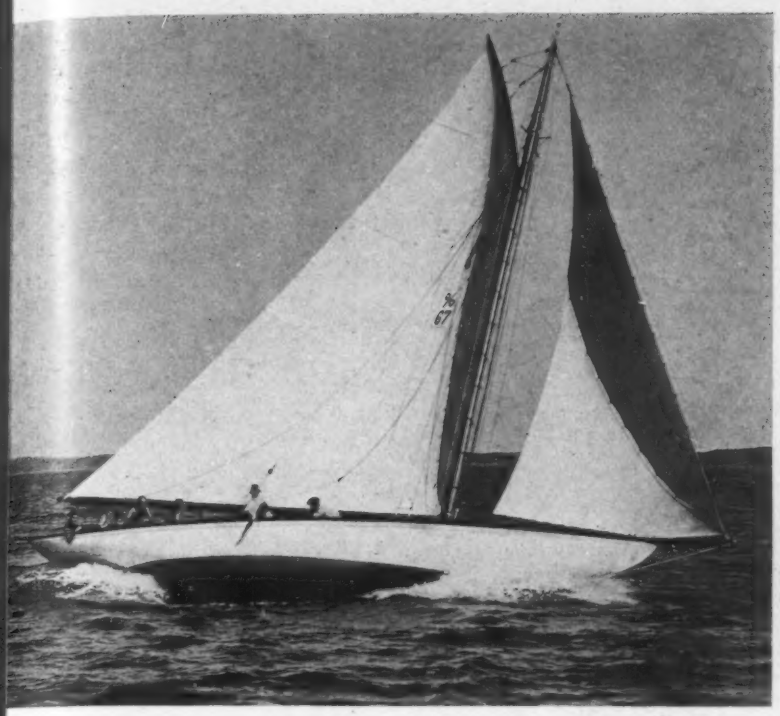
A CLOSE FINISH IN THE HANDICAP CLASS. NATOMA, CHAMPION IN THIRD DIVISION

The handicapping formula of the organization has been explained many times in YACHTING. Briefly, it is a method of rating a boat according to the speed she has shown in the last four races against other boats in her class, using the elapsed time of each boat in these races as a basis of comparison. Thus, the fastest boat in the last four races will be the scratch boat in the next race, and will give to each of the other boats in the race the percentage of the fastest elapsed time made in that race that they are entitled to as shown by their past performances.

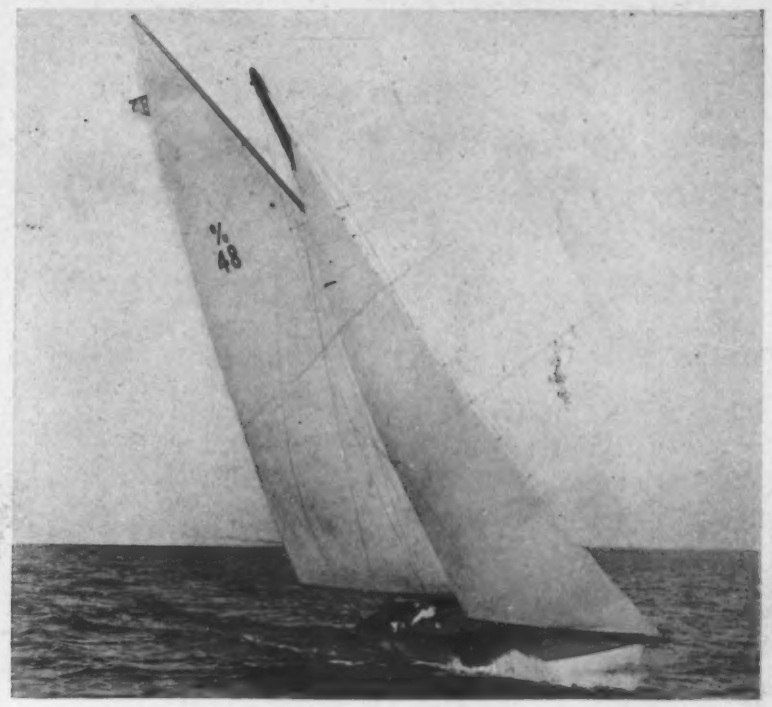
In the season just closed there were forty members in the Handicap Class, and thirty-nine boats raced under the emblem of the organization, these thirty-nine forming a large percentage of the regular racing fleet on Long Island Sound. In quality, the average of the fleet was high, the first division being composed of boats such as the Bar Harbor 30-footers, the New York 30's and the old Herreshoff racers Alert and Rohilla; while the second division was composed of boats from 25 to 30 feet on the water line, ranging in type from the "Q" Class to the Lawley 25-footers, such as Mignon, and the old Herreshoff racer Alerion.

The third division was composed of raceabouts, and this year contained, besides, two Sonder boats, this being the first year that this type of boat has been raced to any extent on Long Island Sound. The fourth division was composed of smaller boats, from 19 to 25 feet waterline length, a number of them being fast cruising boats, and three of them being yawl rigged. One of the latter, a new boat called Solita, owned by Daniel Bacon, was a particularly fast cruising yawl, which would have done well had she raced more.

The largest division was the second, which contained thirteen



REDWING, FOR TWO YEARS CHAMPION OF THE SECOND DIVISION



ALERT, CHAMPION IN THE FIRST DIVISION

boats. The racing was unusually good in this division, and on a number of days almost the full strength of the division raced. At Larchmont, between July 4th and 18th, the division alone furnished sixty-two starters. The next largest division was the first, containing ten boats, while there were seven that raced in the third and nine in the fourth. The strength of the fourth division was not fully recruited until the middle of July, but after that date the racing in that division was excellent. Mediator, an old "Q" boat, which had been changed over to a knockabout yawl rig, proved too fast for this division, and was moved up to the second division in mid-season, where she, also, did remarkably well. With some two hundred square feet of sail taken from her original rig this boat seemed particularly fast, and was always a dangerous factor in any race in which she took part.

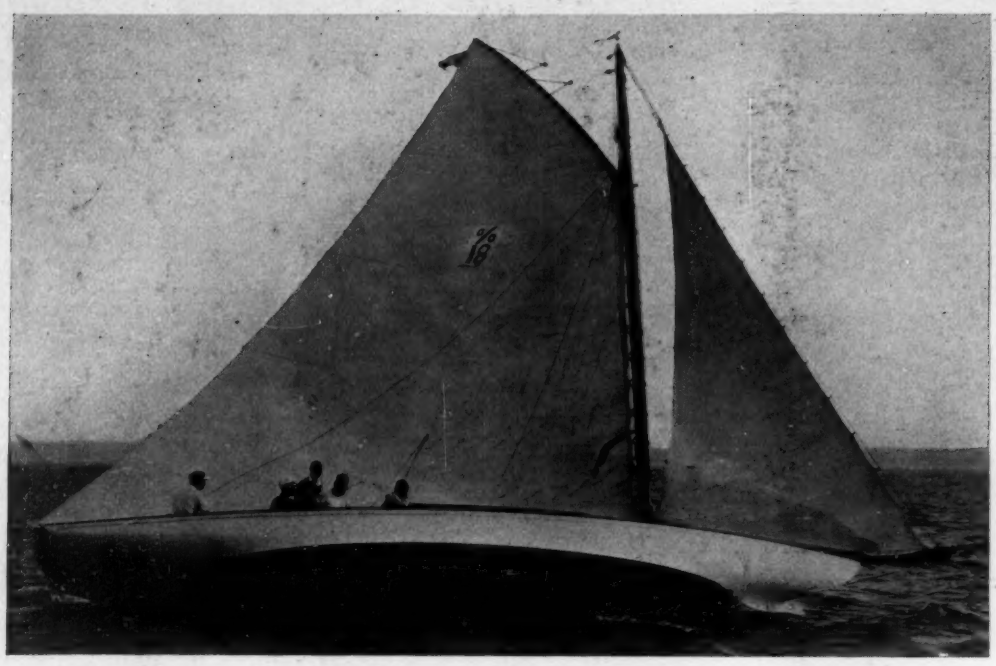
The largest number of starts of any boat was made by Sally IX, which started in twenty-two races, only missing four races throughout the season. Rohilla was second, with nineteen starts, followed by Alert, Nadia and Twinkle, with sixteen each.

Besides the regular races of the Sound, the Handicap boats took part in all of the long-distance races, and in the Block Island and the two Stratford Shoal events Handicap boats furnished a large proportion of the entries. Outside of the third division, most of the boats are particularly able craft that can give a good account of themselves in almost any kind of weather, and, even in the third division, which is composed of strictly racing boats, Natoma was found at the line in the Block Island race and did particularly well until the moderate easterly gale that broke up the fleet in that race forced her to seek shelter.

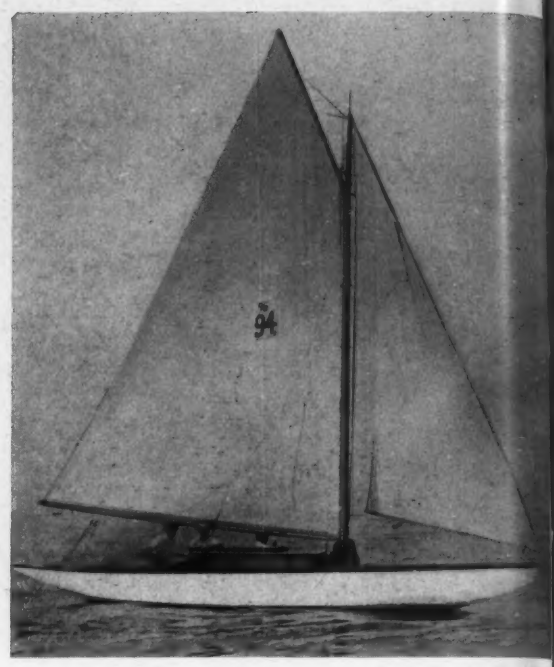
The table that follows shows what the boats did in the various classes. In figuring percentages it must be remembered that only

HANDICAP CLASS 1914	Harlem, May 30.	Knickerbocker, June 6.	Larchmont, July 13.	Manhasset Bay, June 20.	Seawanhaka, June 27.	*Block Island. June 27	New Rochelle, July 1.	Riverside, July 2.	American, July 3.	Larchmont, July 4.	Larchmont, July 11.	Larchmont, July 13.	Larchmont, July 15.	Larchmont, July 16.	Larchmont, July 17.	Larchmont, July 18	Indian Harbor, July 25.	New Rochelle, *Stratford Shoal, July 25.	Horseshoe Harbor August 1.	Huguenot, August 8.	Stamford, Aug. 15.	*Harlem, Stratford Shoal, Aug. 15.	New Rochelle, Aug. 22.	*Atlantic, Aug. 25.	*Atlantic, Aug. 26.	*Atlantic, Aug. 27	Indian Harbor, Sept. 5.	Larchmont, Sept. 7.	Handicap Class Sept. 12.	Number of Starts.	Firsts.	Seconds.	Thirds.	Percentage of Boats that Qualify.
1ST DIVISION.																																	
Rohilla	1	3	..	2	..	NT	..	..	..	1	2	1	3	3	4	2	1	..	2	..	..	1	..	1	1	1	N.T.	..	4	19	8	4	3	63.63
Alert	3	2	2	1	2	..	S.O.	..	..	2	1	..	..	..	..	..	..	1	1	S.O.	..	..	2	1	..	..	..	N.T.	2	3	16	5	6	2	70.97
Amada	..	1	1	3	..	1	..	..	..	..	..	2	1	1	1	1	4	..	..	..	..	..	..	..	..	..	..	..	1	5	12	8	1	1	.....
Dorinda	..	..	..	..	3	..	..	..	..	..	3	3	2	2	2	3	2	..	..	..	..	..	..	..	..	..	..	..	..	..	8	..	4	4	.....
Senora	..	..	..	..	1	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	1	1	1	.....
Okee II	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	0	0	.....
Playmate	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	2	0	1	0	.....
Heron	..	..	..	..	..	..	..	..	..	..	..	..	4	4	3	..	3	..	..	..	..	..	..	..	..	..	..	..	..	4	0	0	2	.....
2ND DIVISION.																																	
Sally IX	..	6	3	4	..	..	3	..	1	7	3	5	1	3	4	3	1	..	1	4	1	..	1	2	2	2	..	2	3	22	6	4	6	68.00
Redwing	3	2	1	1	2	..	2	..	..	6	2	3	2	2	1	1	..	..	..	..	..	..	4	..	..	..	..	..	2	15	4	7	2	81.08
Nadia	..	5	4	3	1	..	..	..	..	11	6	1	4	5	5	4	2	..	..	..	2	..	2	..	..	..	1	5	..	16	3	3	1	59.04
Mignon	1	1	6	..	..	NT	..	..	..	1	1	6	DISQ.	7	..	2	..	..	..	..	..	..	..	..	..	..	..	3	..	11	4	1	1	.....
Alerion	7	..	..	..	..	..	4	..	2	2	11	7	3	8	2	9	..	..	..	..	..	..	..	..	..	..	..	1	1	12	2	3	1	50.00
Lillian	2	4	2	..	..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	5	..	..	..	..	4	..	6	0	2	0	.....
Sentana	..	..	..	2	..	NT	5	..	..	10	7	..	..	1	..	11	..	..	..	..	..	..	..	..	..	..	..	..	..	7	1	1	0	.....
Clare	..	..	..	..	..	..	..	..	..	9	..	..	..	DNF	..	12	..	..	5	1	..	..	7	..	..	..	N.T.	..	4	8	1	0	0	.....
Kenmuir	..	..	..	..	..	..	..	..	..	5	4	..	..	..	..	10	..	3	2	2	..	3	6	..	..	..	..	..	2	9	0	3	2	.....
Mist	5	3	..	5	..	..	..	..	..	8	8	2	6	6	6	8	..	..	4	DNF	..	..	NT	..	..	..	NT	..	..	14	0	1	1	34.58
Ariel	4	..	5	..	..	..	..	..	..	4	5	4	..	4	3	6	..	..	..	DNF	..	..	3	..	..	..	..	DNF	..	11	0	0	2	.....
Tillicum II	6	..	..	6	..	..	1	..	..	3	10	..	5	..	..	7	..	..	..	..	..	..	DNF	..	..	..	NT	..	3	10	1	0	2	.....
3RD DIVISION.																																	
Natoma	..	1	1	..	..	NT	..	..	..	2	3	2	3	4	3	1	2	..	..	DISQ	..	..	..	..	..	..	1	3	..	14	4	3	4	70.97
Robin Hood III	..	..	3	..	1	..	..	..	..	3	5	3	4	1	1	2	3	..	..	..	1	..	3	..	..	..	NT	1	..	14	5	1	5	63.06
Amanita IV	..	..	2	..	..	..	..	..	..	1	1	6	1	3	4	3	DNF	..	..	..	..	..	..	..	..	..	..	5	4	11	3	1	2	.....
Cliphora	..	..	..	..	..	..	..	..	..	..	..	4	4	5	5	6	4	1	..	1	..	..	1	..	..	..	2	DNF	..	11	3	1	0	.....
Peg	S.O.	2	..	S.O.	2	..	..	..	2	..	..	5	..	..	2	5	..	..	4	2	..	NT	NT	..	..	..	NT	2	1	15	1	6	0	48.06
Twinkle	..	..	4	..	..	..	S.O.	S.O.	1	..	2	1	2	2	5	DISQ	..	..	2	1	3	..	..	..	..	..	NT	4	3	16	3	4	2	54.54
Jolly Roger	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3	2	..	2	..	..	..	NT	..	2	6	0	3	2	.....
4TH DIVISION.																																	
Whitecap	1	S.O.	1	..	..	..	..	..	..	2	2	2	1	3	3	1	..	..	..	1	..	..	NT	..	..	..	..	DNF	2	14	5	4	2	76.47
Mediator	..	..	..	..	..	..	1	..	..	1	1	3	2	2	2	3	..	2	3	3	..	..	..	..	..	..	NT	..	1	13	4	4	4	.....
Grace II	..	..	..	..	..	..	..	..	..	..	3	1	3	1	1	4	..	..	..	..	..	..	..	..	..	..	..	..	5	7	3	0	2	.....
Blue Bill	2	..	2	..	..	..	..	..	..	..	..	..	..	..	4	2	..	..	..	..	..	..	..	..	..	..	..	..	..	4	0	3	0	.....
Pampero	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	NT	..	..	..	..	..	6	2	0	0	0	.....
Insurgent	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	0	0	1	.....
Solita	..	..	..	..	..	N.T.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	2	0	0	0	.....
Opitsah II	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	DNF	SO	..	NT	..	..	..	SO	..	1	5	1	0	0	.....
Kenosha	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	0	1	0	.....

NT—Not timed. DNF—Did not finish. Disq.—Disqualified. SO—Sail-over. * Do not count in championship results. Mediator was shifted mid-season from 4th to 2d Division, but all races are recorded to her in 4th Division



NAIDA, A HARD BOAT TO BEAT IN LIGHT WEATHER



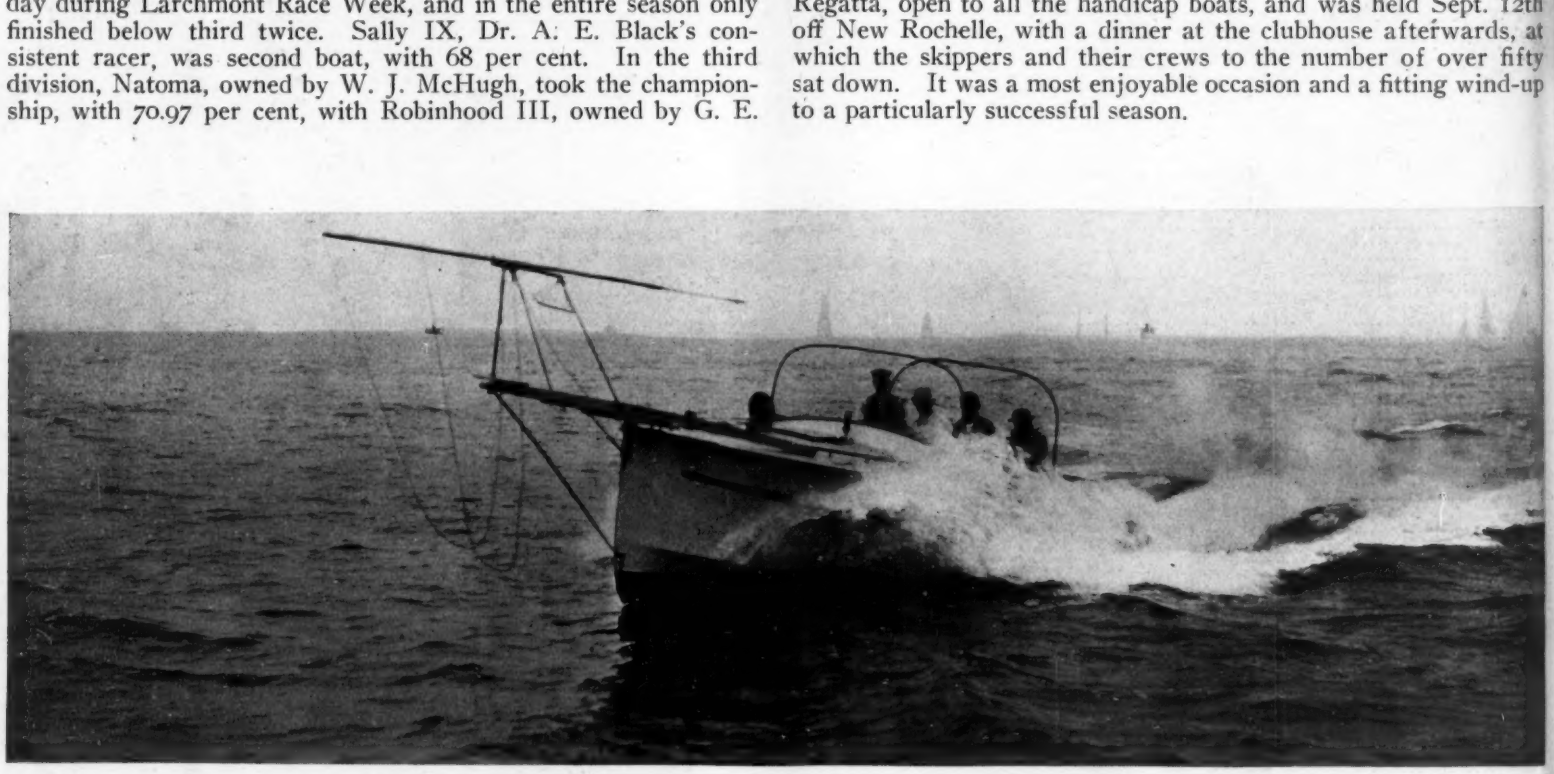
WHITECAP, CHAMPION FOURTH DIVISION

the races in the regular Long Island Sound schedule counted for championship honors. None of the long-distance races or the races at the Atlantic Yacht Club, in which two of the Handicap boats took part, counted.

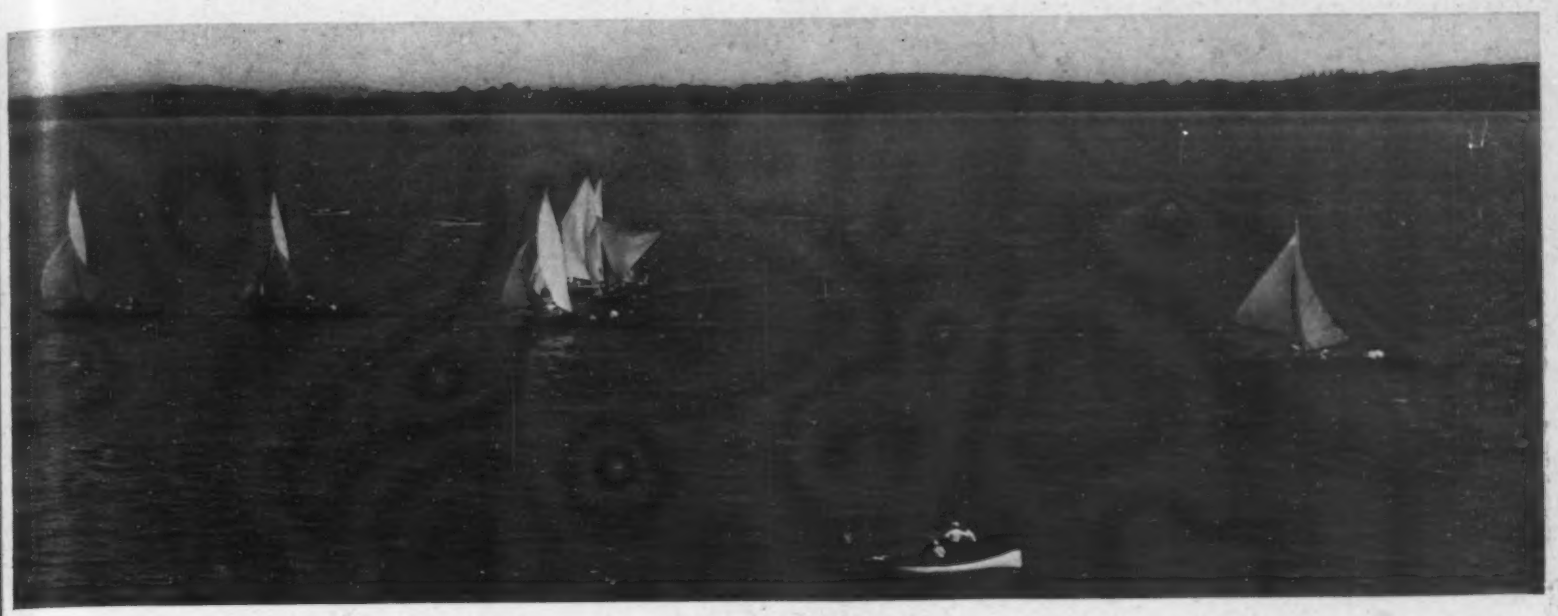
Results are figured on the percentage basis, and R. B. Budd's Alert proved the champion in the first division, with 70.97 per cent, with Rohilla second. In the second division Grace and Loewy's Red Wing was again the winner, with the high average of 81.08 per cent out of a possible 100. The consistency of this boat has been remarkable, and in a division in which as many as twelve boats often raced she finished first, second or third every day during Larchmont Race Week, and in the entire season only finished below third twice. Sally IX, Dr. A. E. Black's consistent racer, was second boat, with 68 per cent. In the third division, Natoma, owned by W. J. McHugh, took the championship, with 70.97 per cent, with Robinhood III, owned by G. E. Gartland, second, with 63.08. In the fourth division only one boat qualified, White Cap, owned by F. Eichelsheimer, with a percentage of 76.47.

In all, the Handicap Class furnished 342 starts, there being 23 races in the regular Sound schedule in which they took part. The handicapping was ably taken care of by Mr. Charles P. Tower, and there were practically no protests or kicks. The handicapping was figured promptly after each race, and the allowances for the next race were sent out so that every man knew before the race just what his handicap was for that event.

The last race of the season was the regular Handicap Class Regatta, open to all the handicap boats, and was held Sept. 12th off New Rochelle, with a dinner at the clubhouse afterwards, at which the skippers and their crews to the number of over fifty sat down. It was a most enjoyable occasion and a fitting wind-up to a particularly successful season.



PIUTE V, A 30-FOOT V-BOTTOM BOAT DESIGNED AND BUILT BY MR. W. H. HAND, JR., OF NEW BEDFORD, FOR HIS OWN USE. SHE IS FITTED WITH A "PULPIT" FORWARD FOR SWORD FISHING. SHE CAN "BURN UP" THE WATER TO THE TUNE OF ABOUT TWENTY MILES AN HOUR. THE PLANS OF THIS BOAT APPEARED IN THE JUNE, 1914, ISSUE OF YACHTING



START OF THE CLASS "A" BOATS IN THE LAKE MONONA RACE

The Northwestern Regatta on Lake Mendota

By PHIL PORTER

CLASS "D" CHAMPION WATERWITCH

ATHEARN, owned by Fred Athearn and sailed under the colors of the Oshkosh Yacht Club, carried off the Class A Championship and the bulk of the trophy cups at the Northwestern Regatta, at Madison, Wis., during the first week in August.

Lake Mendota is an ideal body of water on which to hold the regatta, and the interest taken by all of the Northwestern Association sailors and by the residents of the town would have made this year's race the premier event of the Inland Lake season had it not been for unusually exasperating weather conditions. Three days of the week were too calm for racing at all, and one day the wind was light, while on neither of the two remaining days did the wind blow a good, cracking, whole-sail breeze. On Saturday the strongest wind of the week blew, but even then it was all in puffs, so that most of the sailors felt that there had never been a fair trial for the more powerful yachts.

The Inland Lake classification for "scows" includes three classes—A, B and D. The A's are 38 feet in overall length and carry 500 square feet of sail; the B's 32 feet and with 350 feet of sail; and the D's are cat-rigged scows of 20 feet, with 225 feet of sail. The B's and D's sailed in the morning and the A's in the afternoons.

On Monday races in all of the three classes were started, but there were no finishes, as the boats could not get around the course. On Tuesday the weather was no more promising than on Monday, and no starts were attempted in either the morning or the afternoon.

On Wednesday morning the wind looked pretty light again and the races were about to be postponed when the breeze picked up, and for the first time in the week the boats really started to travel. In Class B the Madison boats kept Mistral covered for the greater part of the first round, but the newer boat soon demonstrated her superior qualities by drawing out ahead, and increased her lead of one minute on the first round to some eleven minutes on the second. As soon as she got clear of the Madison boats they had no show whatever.

In Class D the Lake Geneva boats, Moth and Water Witch, got away with a good lead, and were never headed. Moth, sailed by L. E. Goit, worked out an especially good lead, which was gradually closed up by Water Witch, and the two Geneva boats came racing down the last leg in a fair breeze, neck and neck. Moth was seen to be ahead and in the weather position, and the race seemed all over fifty yards from the finish, when, to the dismay of all, she crossed the line from the wrong side, leaving the last stake to port instead of starboard. Ernst Schmidt, on Water Witch, was about to make the same mistake when he woke up in time to correct it, and put the Water Witch across the line right and a winner. Premier Danseuse was third, sailed by "Tim" Brown, under the burgee of the Mendota Yacht Club.

In the afternoon it was decided to sail two instead of one race, in order to get one of the postponed races out of the way. The wind was fair at the start of both races, but dropped disappointingly before the finish both times. Athearn, in Class A, soon showed her class in light going and worked out a slight lead toward the end of the first round, leading the Water Witch of Madison, "skipped" by W. B. Bates, by one minute. Athearn increased her lead slightly on the second time round and flashed over the line almost two minutes ahead of Water Witch.

Before the next race a sharp squall swept over the course, but it blew itself out before the start of the second race. The direction around the triangle was reversed, and this sent the boats off on a spinnaker run. The start was made with no serious fouls, but the line was one mass of flying spinnakers, with the crews and skippers yelling for right of way and buoy room. Half-way to the first mark the wind hauled and necessitated a jibe of spinnakers, which served to put the boats behind and to leeward up and to windward of the leaders. Consequently, the turning of the first buoy was a good deal like the start; but all fouls were justly winked at by the judges. Glyndwr led around the first time, pushed hard by Athearn, which was followed by Minnewoc and Nereid. As the wind lightened on the second round, Athearn again had an opportunity to show her light-weather ability and passed Glyndwr on the last leg. The surprise of the race was the showing of Florence, which is one of the older boats and which had never before performed in anything but a breeze. She got a good fourth. Nereid lost a man overboard on the last run, and before she could recover him had dropped into last place. By winning these two races Athearn took a good lead for the championship, as well as winning the Mendota Yacht Club trophy and the Healy-Schmidt trophy.

Thursday saw a little more wind, for which everyone was duly thankful, and the morning race actually saw a capsize when a

NORTHWESTERN REGATTA ASSOCIATION YACHTSMEN

treacherous little puff caught the Monte by surprise and turned her over before anyone realized there was any wind whatever. Water Witch and Moth were again the pacemakers in Class D, and Water Witch won by a safer margin on this day. Bunty was third, Tootie fourth. By its two wins the Water Witch won the Karn-Lamb and the Frederickson trophies. Mistral repeated her easy win in Class B.

Two races, one for the Brown trophy and the other for the Valentine Challenge trophy, were in order for the afternoon. This latter trophy is a beautiful cup worth over a thousand dollars and goes permanently to the man who wins it three times in any consecutive five years. It always furnishes one of the most hard-fought contests of the year. The breeze sprang up considerably during the afternoon and the best racing of the week was seen.

The first race was started in a dead calm, with a low, rolling sea following the morning breeze. Before many minutes, however, a good sailing breeze was seen coming out of the north, and it was not long before the rails were buried and the boats were making good time to weather on the first leg of the windward-and-return race. The racing was very close at all times, the position of the yachts changing at every stake. Toward the end Senta and Athearn worked out a fair lead, and ran for home, blanketing each other in turn before the wind, until it looked as though Water Witch might have a chance to slip in past them both. Senta held out to weather of the mark in order to prevent Athearn from taking her wind, until finally a spinnaker jibe was necessary. Athearn's crew had the best of the light sail work, and, being to weather, was able to sail around the larger arc of the circle and past Senta, crossing the line eleven seconds ahead. Water Witch followed in about two minutes.

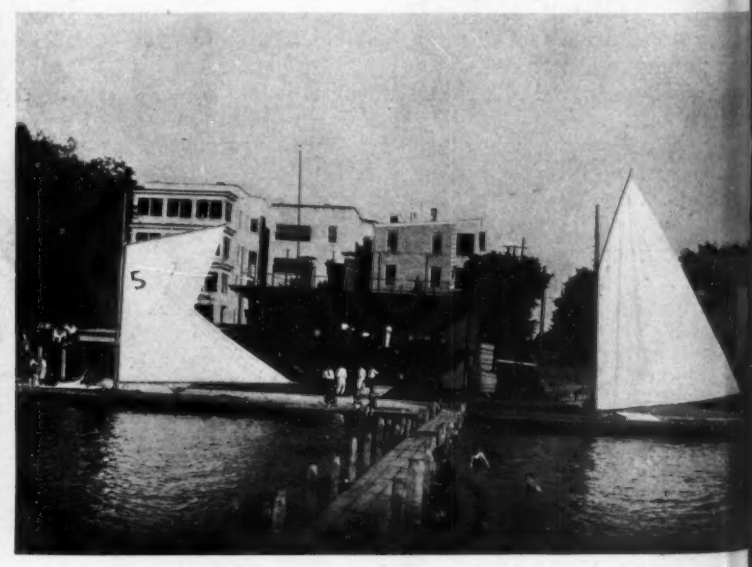
The second race, for the Valentine trophy, was twice around the triangle. The wind had now picked up and was blowing a nice sailing breeze, steady, and not so hard as to bother even the lighter boats. Glyndwr was in the lead the first time around, but was being pushed to the limit by Nereid, which was closely followed by La Belle and Senta. Around the Bluff stake Nereid was on the heels of Glyndwr, with Senta much closer than she had been at any time during the race. Senta ran off to leeward to get her wind clear, while Glyndwr and Nereid held up to weather somewhat. When Senta hauled for the mark there was nothing else to it. A small flat racing spinnaker that she was carrying was exactly suited to the wind and direction of her course, and she walked through the lee of both Glyndwr and Nereid for the prettiest finish of the week. Glyndwr was second and Nereid third. Nereid later was disqualified for fouling La Belle on the first leg.

On Friday there was no wind again and the morning races were called off. The A's were started in the afternoon and, after some hours of drifting and wind hunting, the race was finally abandoned.

On Saturday the boats were to go over to Lake Monona, on the other side of town, to race for the Fauerbach trophies, for all classes. The B's sailed off their last championship race in the morning, which went, as usual, to Mistral. The wind was fairly

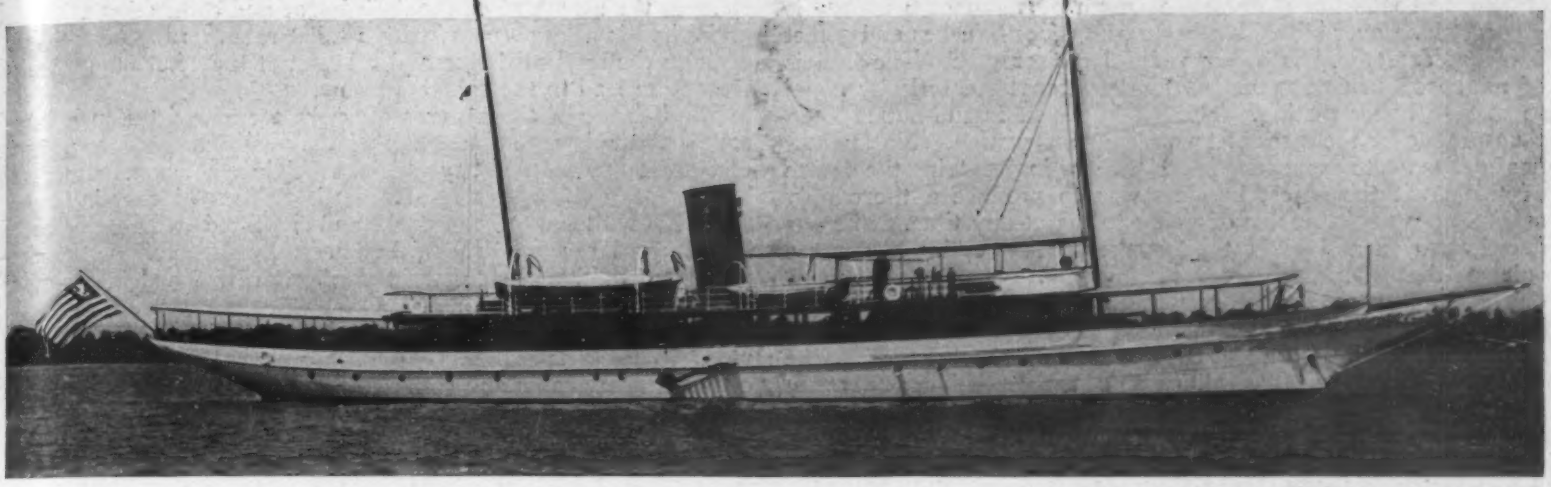
(*Continued on page* 256)

LA BELLE II, WINNER OF THE FAUERBACH TROPHY



HOME OF THE MENDOTA YACHT CLUB

Nokomis, a New Steam Yacht for the Great Lakes

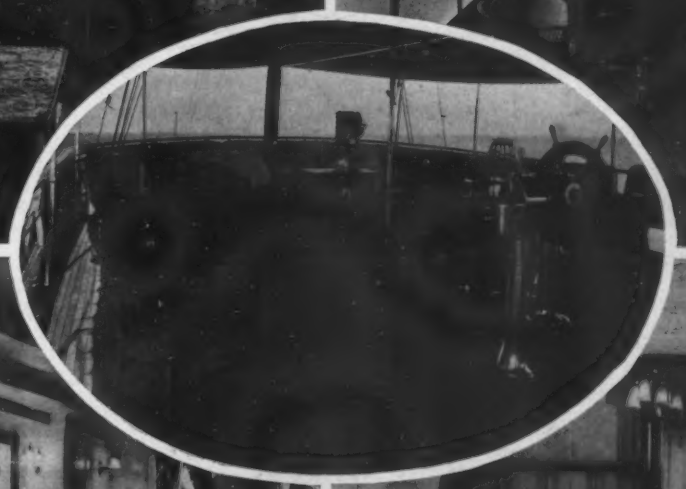


A NOTABLE addition to the steam yacht fleet on the Great Lakes is Mr. Horace E. Dodge's Nokomis, designed by Gielow & Orr, of New York City, and built at Brooklyn. When Mr. Dodge commissioned this firm to design the new craft his instructions were to plan a yacht that should be the "last word" in naval architecture and marine engineering, and the Nokomis fully meets this exaction.

The yacht was completed and left the builders' yard the first week in June last. On her trip to the Lakes she encountered some rough seas and stormy weather, but proved herself an exceptionally dry and steady vessel. She arrived in Detroit—her home port—the third week in June, and since then has made several extended cruises to the western end of Lake Superior and to Georgian Bay.

DINING SALOON

AFTER DECK, SHOWING SHELTER SEAT



NAVIGATING BRIDGE

OWNER'S STATEROOM

ONE OF THE GUEST STATEROOMS

The Nokomis has a waterline length of 145 feet 6 inches, is 180 feet long over all, with a beam of 23 feet 6 inches and 9 feet 6 inches draft, and is of a powerful cruiser type. The hull is of mild steel of 62,000 pounds tensile strength, practically equal to marine boiler plating. The plating is in in-and-out strakes, thus producing the strongest possible construction. No attempt has been made to economize in weight, for in preparing the design of this craft the object in view was to produce a thoroughly substantial vessel, capable of going to sea at any time. She has been surveyed and given the highest possible rating under the rules of the American Bureau of Shipping.

The lines of the yacht show power, yet are very easy, extending in fair curves from stem to stern. Her sheer is graceful, and the whole appearance of the hull clean-cut and artistic. The deck is flush, and runs the full length of the vessel in an unbroken sweep.

In planning the accommodations, all the owner's and guests' quarters are grouped in the after part of the vessel, while the crew are berthed forward, resulting in a commodious arrangement that cannot be excelled for convenience and personal comfort.

The captain's stateroom is in the after end of the forward deck house on the starboard side. On the port side, in the after end of this house, is the steward's pantry, fitted with the necessary dressers, dish racks, lockers, sink, ice-box, dumbwaiter, etc. The dining-room is in the forward end of the deck house, and is about 18 feet in length.

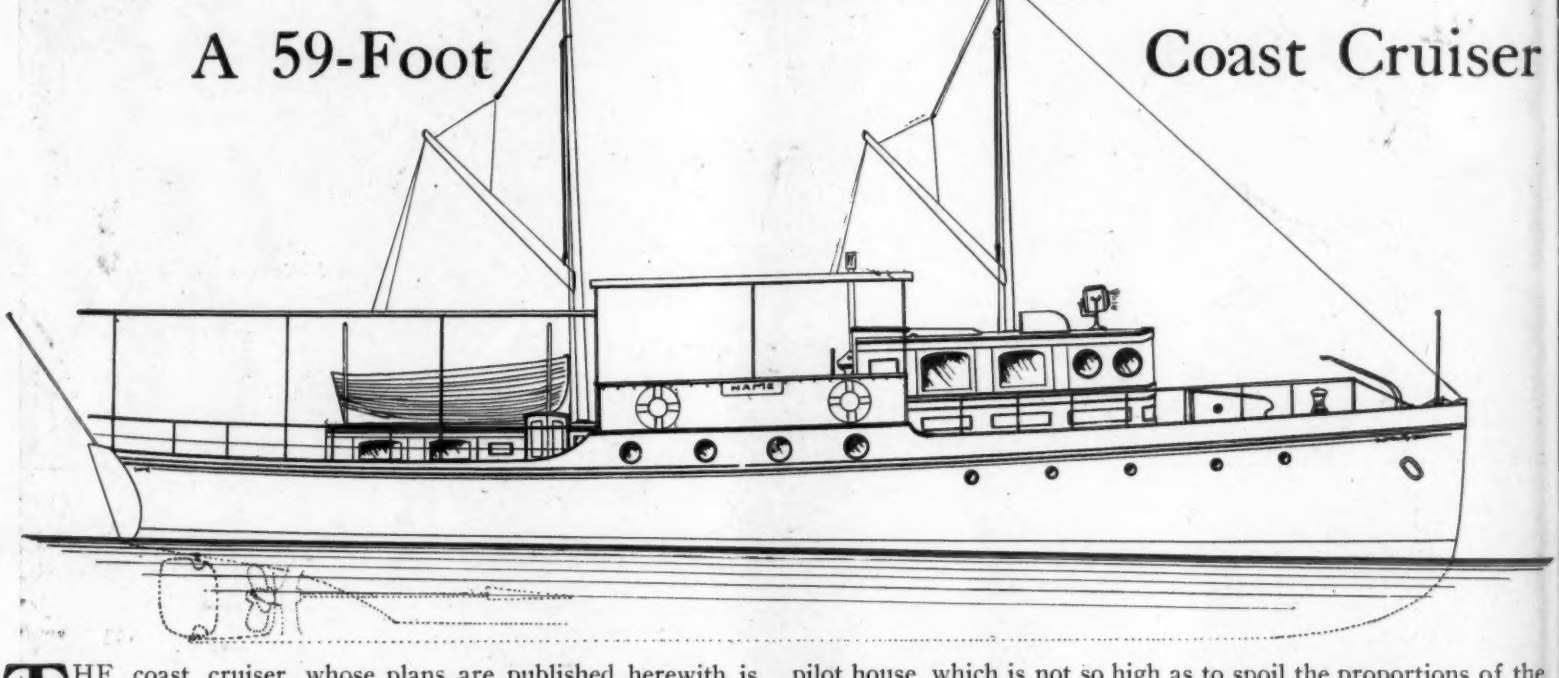
In the forward end of the after deck house is the social hall, arranged with player piano, music cabinet, bookcase, two desks, etc. In the after end of the deck house and connecting with the social hall is a large lobby, with a toilet room on the port side, a desk on the starboard side and a buffet at the after end. Stairs from here lead to the quarters below.

The balance of the owner's quarters are aft of the machinery space, occupying the full width of the vessel and a fore-and-aft distance of 56 feet. They consist of eight staterooms and three bathrooms. The owner's stateroom is 10 feet 6 inches in length, the full width of the vessel, and is fitted with two brass beds, two large wardrobes, bureaus, divans, etc. The other staterooms, although somewhat smaller, are finished in a similar manner.

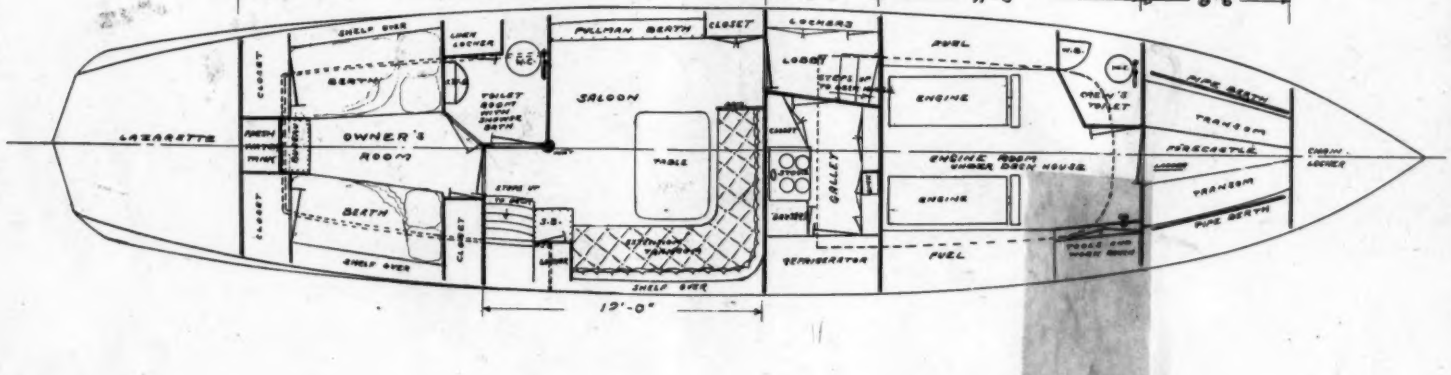
Especial attention has been given to ventilating this yacht, both naturally and artificially. There is a free and natural circulation of air in every room and compartment in the vessel. In addition to this, there are two large electric pressure fans with ducts below the cabin floors leading to every room and space in the vessel, with regulating valve in every room to control the flow of air. A complete change of air in the entire vessel can be effected every five minutes. Provisions have been made to heat or cool this air as may be required by weather conditions. During the hottest weather the temperature of any room can be lowered 20 to 25 degrees in a period of less than ten minutes.

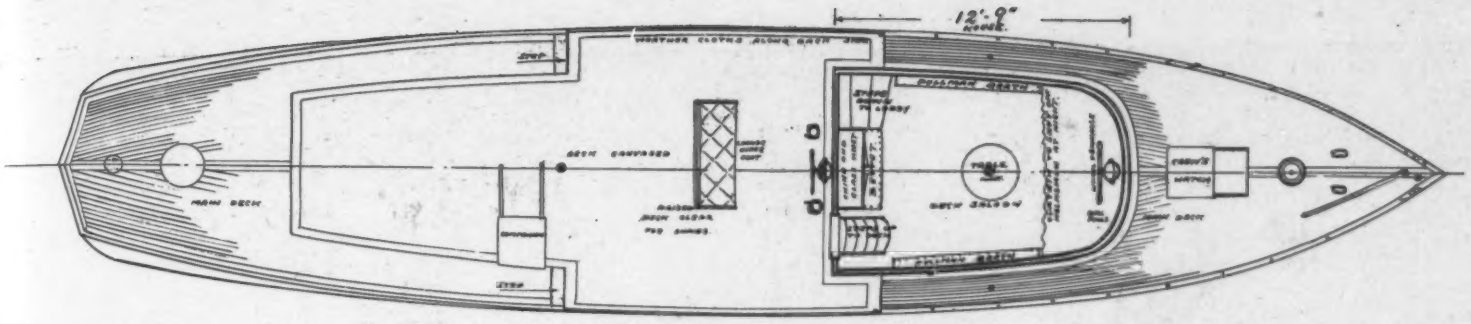
The propelling machinery consists of one four-cylinder, triple-expansion engine. The boilers are of the Almy water-tube type, each piped up completely with pumps, etc., cross-connected, so that each one can be run independent of the other. The yacht is lighted by electricity throughout, generators being operated by steam turbines.

A 59-Foot Coast Cruiser



THE coast cruiser whose plans are published herewith is from the board of William J. Deed, Jr., and contains many novel features which add to her comfort for the work for which she was designed. Chief among these is the pilot house, which is not so high as to spoil the proportions of the yacht, and the carrying of the deck beams amidships up to the height of the top of the cabin house, making a *real* raised bridge deck which gives full headroom in the large saloon beneath.



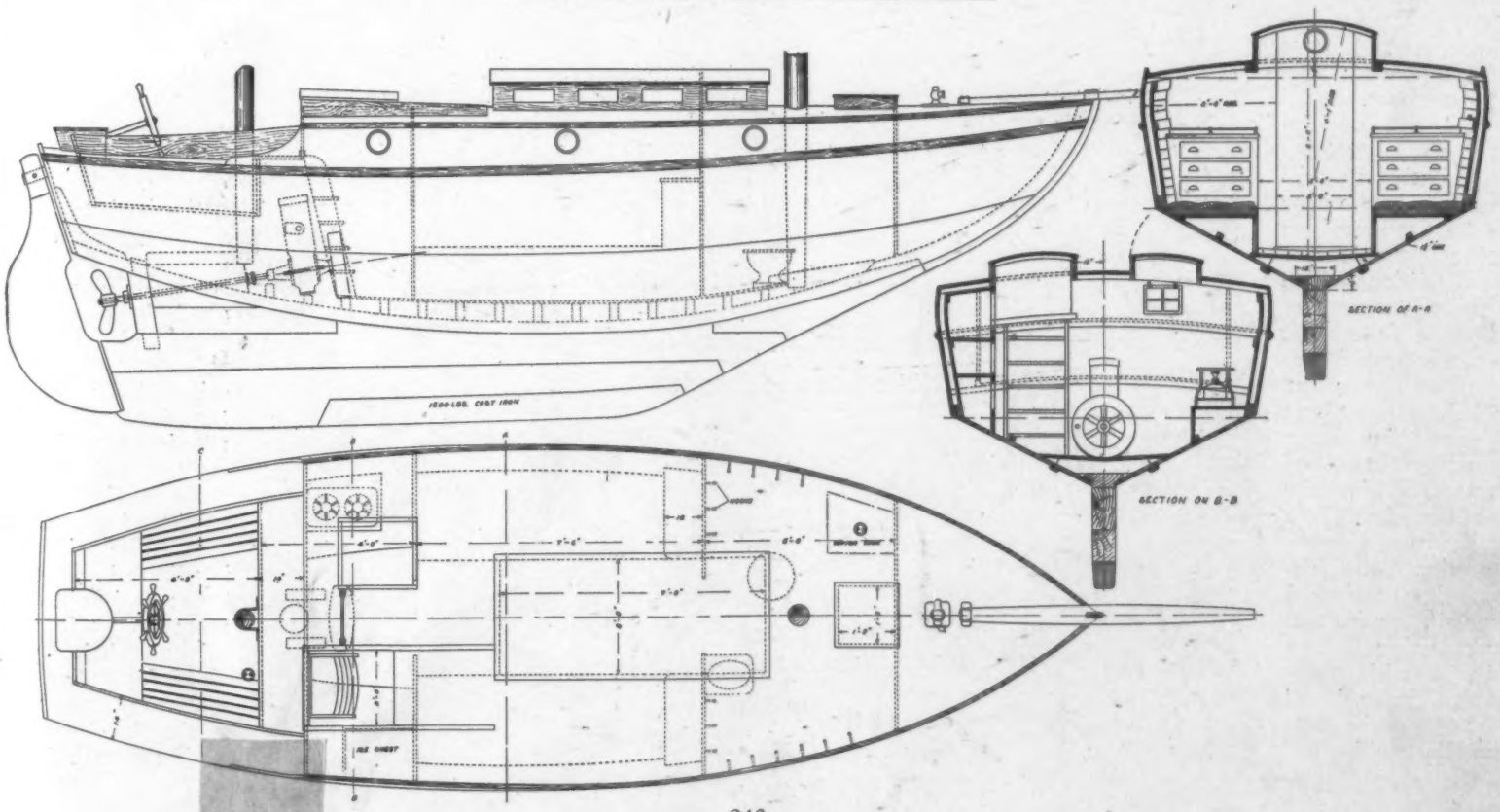


The dimensions are: Length over all, 59 feet; waterline length, 57 feet 6 inches; beam, 12 feet 6 inches, and draft, 4 feet 6 inches. There is 6 feet 3 inches headroom throughout. The power consists of two 25-horsepower, heavy-duty oil engines, which give her a cruising speed of ten miles. She has good sheer and enough draft to allow of a well-shaped underbody.

A Roomy Auxiliary Ketch

THE V-bottom, dead-rise or skipjack model (as it is variously called) is becoming more and more popular as it continues to demonstrate its many good points, especially for a cruising boat for rough-water use; and the plans which we publish herewith of a new boat of this type, designed by Mr. C. H. Dodd, of Boston, are very interesting, as showing the latest development of the type for auxiliary use. This boat was designed for the Rev. Rollin A. Sawyer, of Harrisburg, Pa., and the requirements called for a boat not over 28 feet over all, with full headroom, a large cabin and good-sized cockpit. In order to get this amount of room in a boat of this length she was given a square stern with an outside rudder, instead of an overhang, and this necessitated a ketch rig instead of a yawl rig, which might have suited her better, though the rig as shown is well balanced and of good proportions.

The dimensions are: Length over all, 28 feet; waterline, 23 feet; beam, 9 feet; draft, 4 feet 6 inches. The total sail area is 531 square feet, of which 265 is in the mainsail. The sides of the boat are carried up to form the cabin trunk, making her practically a raised-deck boat, while full headroom is obtained by means of a large, oblong skylight. The main cabin is 7 feet 6 inches in length, while the galley is 4 feet long, there being a toilet and washroom forward. The engine is located under the bridge deck, and is an 8-horsepower, single-cylinder, heavy-duty motor, which should drive the boat at a speed of at least seven miles an hour. There are 1,500 pounds of outside ballast.

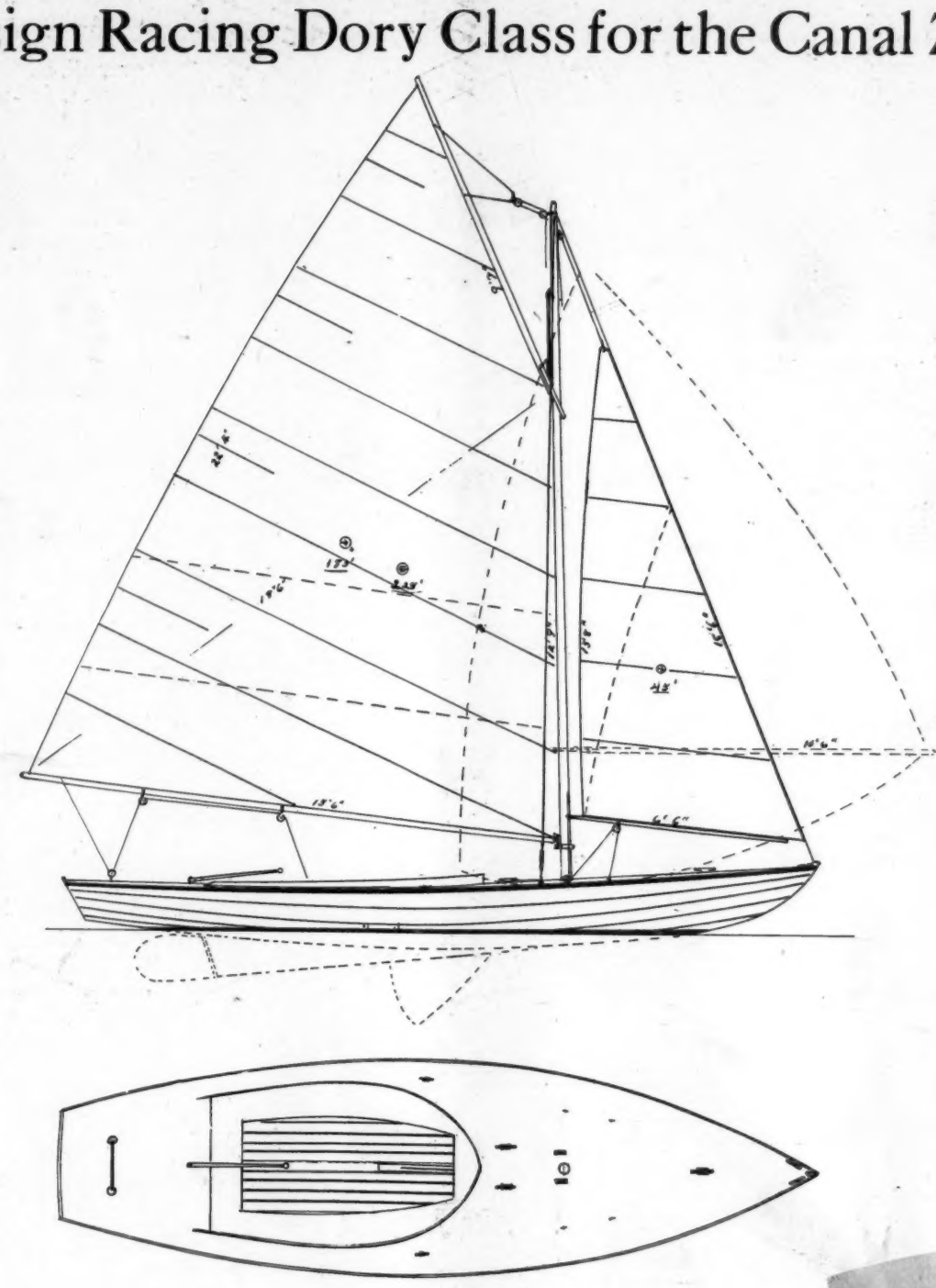


DETROIT Y. C. 21-FOOT KEEL ONE-DESIGN DORIES. THESE LITTLE BOATS HAD A VERY SUCCESSFUL SEASON AND GAVE THEIR OWNERS AND MEMBERS OF THE CLUB THE BEST OF RACING

One-Design Racing Dory Class for the Canal Zone Y.C.

NOW that the "big ditch" has been dug through the Isthmus of Panama, those Americans who are permanently located there have more time to plan for recreation and a yacht club has been organized with headquarters on Lake Gatun. The organization is known as the Canal Zone Yacht Club, and the members have obtained permission from the Government for an anchorage and the use of the lake for sailing purposes.

A small one-design class has been organized and a sailing dory is the type of boat adopted as being suitable for the conditions. The plans of a number of these little craft have appeared recently in YACHTING, and the present boat is something of a modification of these. While she has the dory bow and form of construction, she departs from the usual type in having an overhanging stern with a wide transom at the end and a skeg on the bottom, the rudder going up through a port in the overhang instead of being hung on the outside. The boat decided upon was designed by George L. Chaisson, of Swampscott, Mass., who already has one under way that will soon be ready for shipment.



The general dimensions of this boat are: Length overall, 22 feet; beam, extreme, 6 feet 4 inches; draft without board, 1 foot 6 inches; with board down, 2 feet 9 inches, while she carries 228 square feet of sail. The boats are decked over and have a good-sized cockpit with seats on both sides and across the stern. They have good bearing surfaces and should be able to carry their sail well. The regular dory sheer is retained and the craft shoould be excellent little sea boats and extremely fast. The sail area is divided as follows: mainsail, 183 feet; jib, 45 feet; a spinnaker being provided for racing.

Several members of the club have already subscribed

Wilfreda, A High Speed 56 Footer.

THE accompanying plans have been prepared by Bowes & Mower, naval architects, of Philadelphia, for Mr. John M. Rutherford, of Port Washington, Long Island. The boat was built last spring at Essington, Pa., and is called the Wilfreda. She was designed for a high-speed, sea-going cruising boat, and has met these requirements in every way.

Wilfreda is 56 feet long over all, 9 feet 3 inches beam, and 3 feet draft, and is very similar in shape to the high-speed express cruisers this firm has been turning out for the last two years. In outboard appearance she is similar to some of the English vidette or despatch boats, and, at a distance, gives one the impression of being a small torpedo boat.

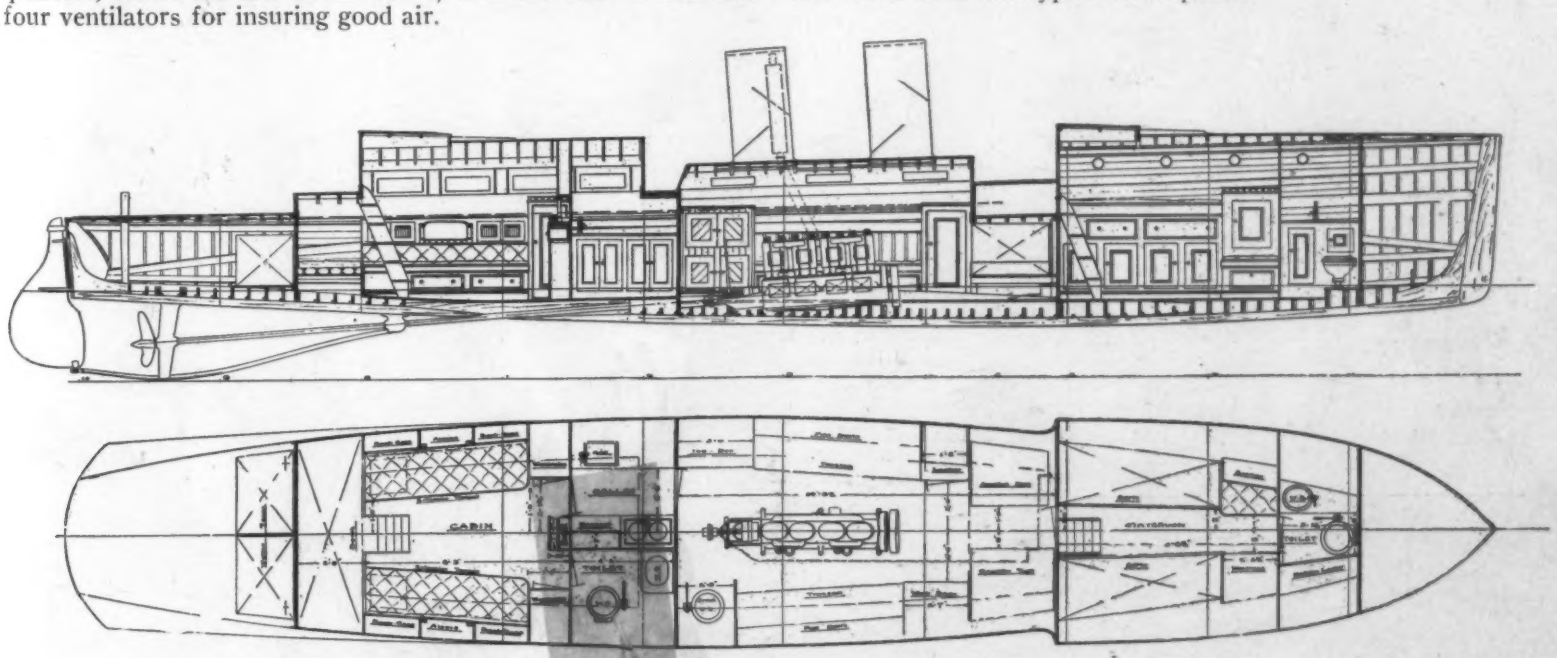
The accommodations below are extremely large for a boat of this type. Forward, there is a comfortable stateroom, with two berths, plenty of drawers, hanging locker, transom seat, and a toilet room forward. Full headroom in the stateroom is obtained by the raised deck forward. The bridge is located directly aft of the high raised deck, and is dropped about 10 inches, so that it is well protected. It is quite roomy for a boat of this size, and has a seat on the forward end of the engine-room trunk that will accommodate four people. The gasolene tanks are directly under the bridge.

Abaft the bridge are located the engine room and crew's quarters, under the low trunk house, with the two funnels and four ventilators for insuring good air.

The engine is an 8-cylinder, 5¾-inch x 6½-inch, high-speed motor, and will drive the boat better than 20 statute miles per hour. There are two transoms and two pipe berths in the engine room, locker space, work bench, toilet, and a large ice-box.

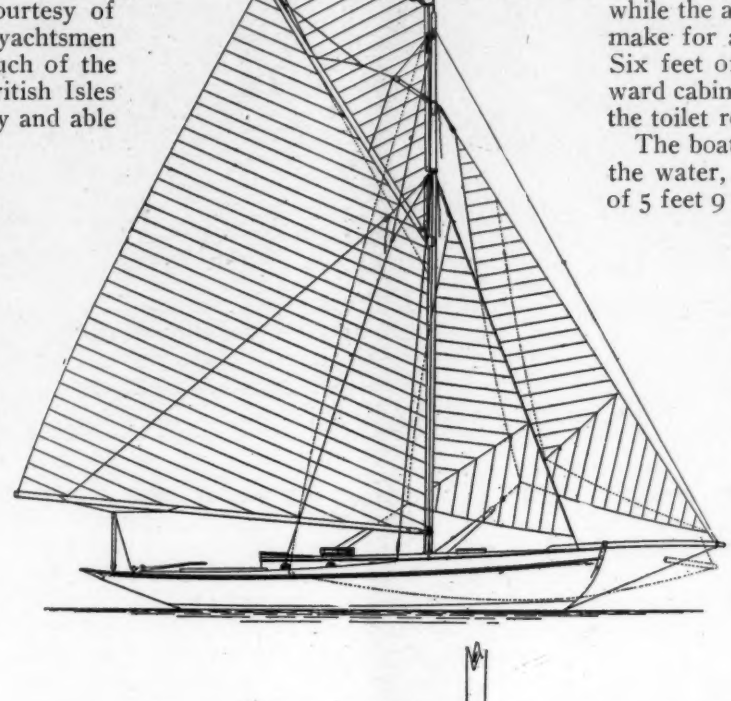
The main cabin is located at the after end of the deck house, and is entered through a companionway from the after deck. This cabin has two extension transoms, one on each side, and a large athwartship berth at the after end, back of the companion steps. Back of the extension transoms are bookcases and alcoves. On the port side, forward of the main cabin, there is a roomy galley, with plenty of storage space for provisions, dishes and pans. On the starboard side is a large toilet room. With this arrangement it is possible to sleep five people comfortably. The after deck is quite large, and will accommodate several wicker chairs.

The Wilfreda has proved to be an extremely good sea-boat, and is very steady—in fact, she rolls less than many boats with much greater beam. This type of boat is becoming quite popular, as many owners of out-and-out cruisers find that they do not use their boats for cruising as much as would be supposed, a week-end trip being, as a rule, the longest they take. With a boat of the Wilfreda type it is possible to cover a greater distance at no greater cost than with the slow, beamier cruising boat, while for afternoon work this type is far superior.



A Small Cruiser of Novel Design

A SMALL cruiser of rather unusual design, and more than the average ability, is the little 27-foot waterline sloop, the plans of which are published herewith. This boat is of English design, from the board of Mr. Sydney M. Graham, and is reproduced by courtesy of the *Yachting Monthly*. English yachtsmen are strong on cruising; and as much of the water around the coast of the British Isles is exposed, an extremely seaworthy and able type of boat is aimed at. The boat in question not only seems to fulfill these requisites, but, judging from her body plan, her lines are particularly sweet and clean, and she should prove fairly fast as well as able. She is, in this respect, in pleasing contrast to some of the so-called "ocean" cruisers in this country, in which the designer seems to think that if he makes a good sea boat he has to sacrifice all the elements of speed. The two can be combined if sufficient thought is given to the design.

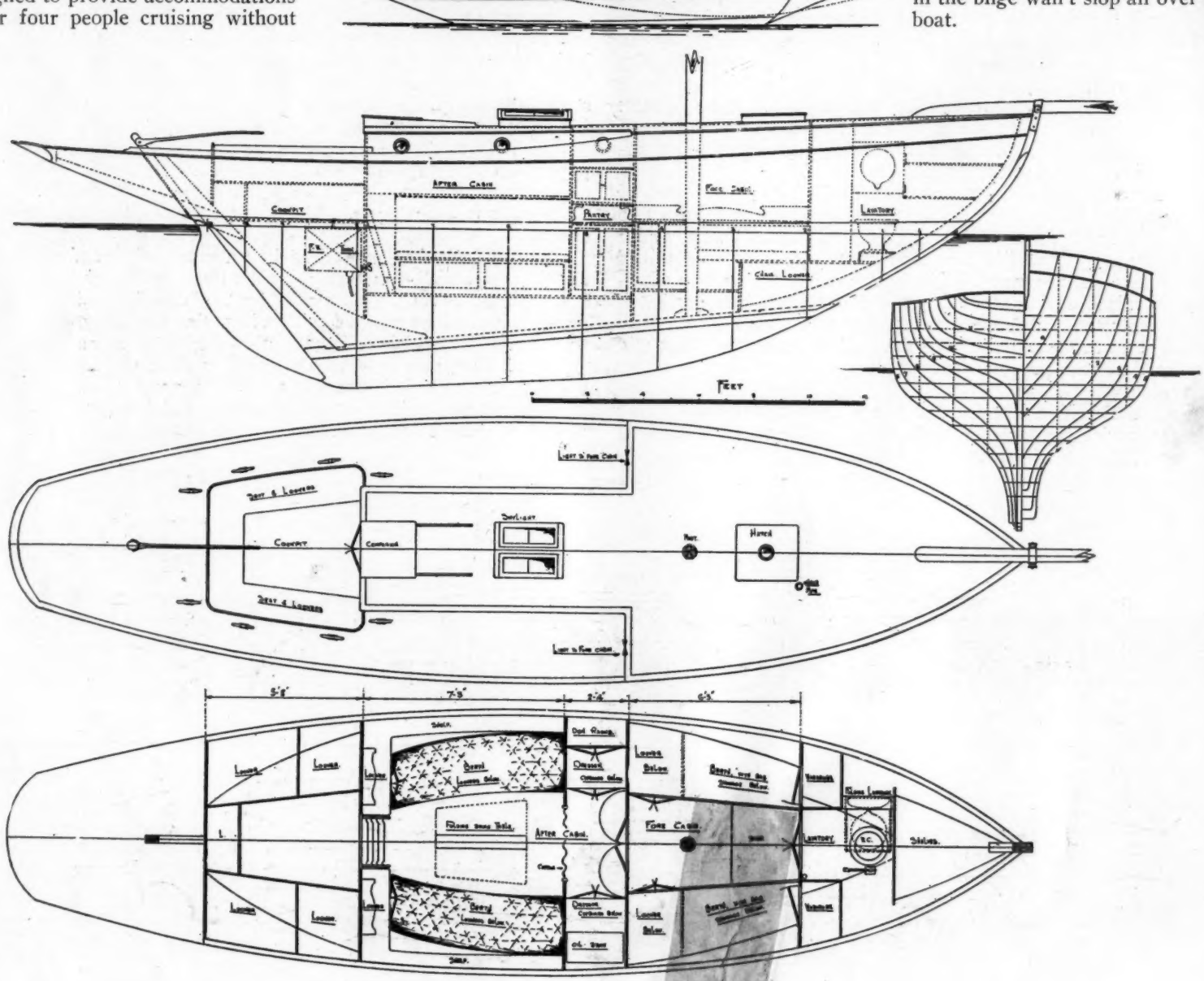


This English cruiser was designed to provide accommodations for four people cruising without a paid hand. The entire accommodations are thus available for the after-guard. By carrying the topsides up forward good head room was obtained throughout the forward part of the boat without in any way detracting from the looks or spoiling the proportions of the hull, while the additional freeboard obtained should make for a drier and more comfortable boat. Six feet of head room is obtained in the forward cabin under the raised deck and 5 feet in the toilet room.

The boat is 37 feet long over all, 27 feet on the water, 9 feet 6 inches beam, with a draft of 5 feet 9 inches, while she has a displacement of 7½ tons. The sail area of the three lower or working sails is 950 square feet—670 of which is in the mainsail. The topsail shown in the sail plan contains 150 feet.

The arrangement is not only novel, but convenient and utilizes practically the whole boat below.

The after cabin has two transom berths, while the galley is situated between the two cabins. The floor of the cabin is raised sufficiently so that any loose water in the bilge wan't slop all over the boat.



Genesee Dinghy Sailing on Lake Ontario

Results of the Season's Racing

The Genesee Dinghy Club, of Rochester, N. Y., with its station at Charlotte, on Lake Ontario, has just completed a most successful season, during which the club membership has increased and several dinghies have been added to the club fleet, showing that small boat sailing is increasing very much in popularity on the Lakes as, in fact, it is elsewhere.

This year the sail area of the boats was increased to 96 square feet, and rig was changed to a sliding gunter instead of the old lug rig, the change apparently making the boats faster. Most of the boats were also decked. The waters of Lake Ontario, where the club racing course is located, are open, and are frequently very rough, so that an able type of boat has to be used. There is no harbor at this point, and the boats have to be hauled ashore on a small marine railway.

One of the most sought-for "mugs" of the year was the new cup put up by Commodore F. W. Mabbett, of the Rochester Yacht Club. Commodore Mabbett is a thorough sportsman, and YACHTING readers will remember him as the owner of the little speed boat Scat, which entered and raced in all of the events at Put-in-Bay last year against much faster and higher powered boats, apparently without any show of winning. It is this kind of sportsmanship that is most needed in the power boat racing game.

The members of the Genesee Dinghy Club are already figuring on the season of 1915, and Capt. Delano has orders for three new boats—one for B. K. Sheldon, one for F. H. Low, and one for J. E. Emerson. The coming season ought, therefore, to show the finest dinghy racing that has ever been seen on the waters off the mouth of the Genesee River.

The first race was started May 30. The gun was fired at 10 A. M., starting the boats off in a puffy southwester that buried their rails. Commodore Sheehan, in his 1913 cup winner Joker IV, got the finishing gun 35 seconds ahead of O. J. Nagel's new Peerless, Jr., built by Capt. E. W. Delano, the designer and builder of the unbeaten 12-foot Genesee dinghies. Wink, the 1912 cup winner, sailed by ex-Commodore C. Ball, was 10 seconds behind Peerless. J. E. Emerson's Red Jacket, the new dinghy from the board of William Miller, got fourth place, the balance of the fleet followed in close order, there being only 1 minute and 55 seconds between the first and last boat.

The second race, June 7, was sailed in a "Paddy's hurricane," with the wind up and down the mast most of the time. Wink, sailed by C. Ball, showed the observers at the club house some of her wind-seeking qualities, and led Joker IV at the finish by 7 seconds.

On June 14 the gun sent the dinghies off in a heavy sea and whole-sail breeze. Peerless, Jr., proved superior in the heavy going and got first place by 10 seconds.

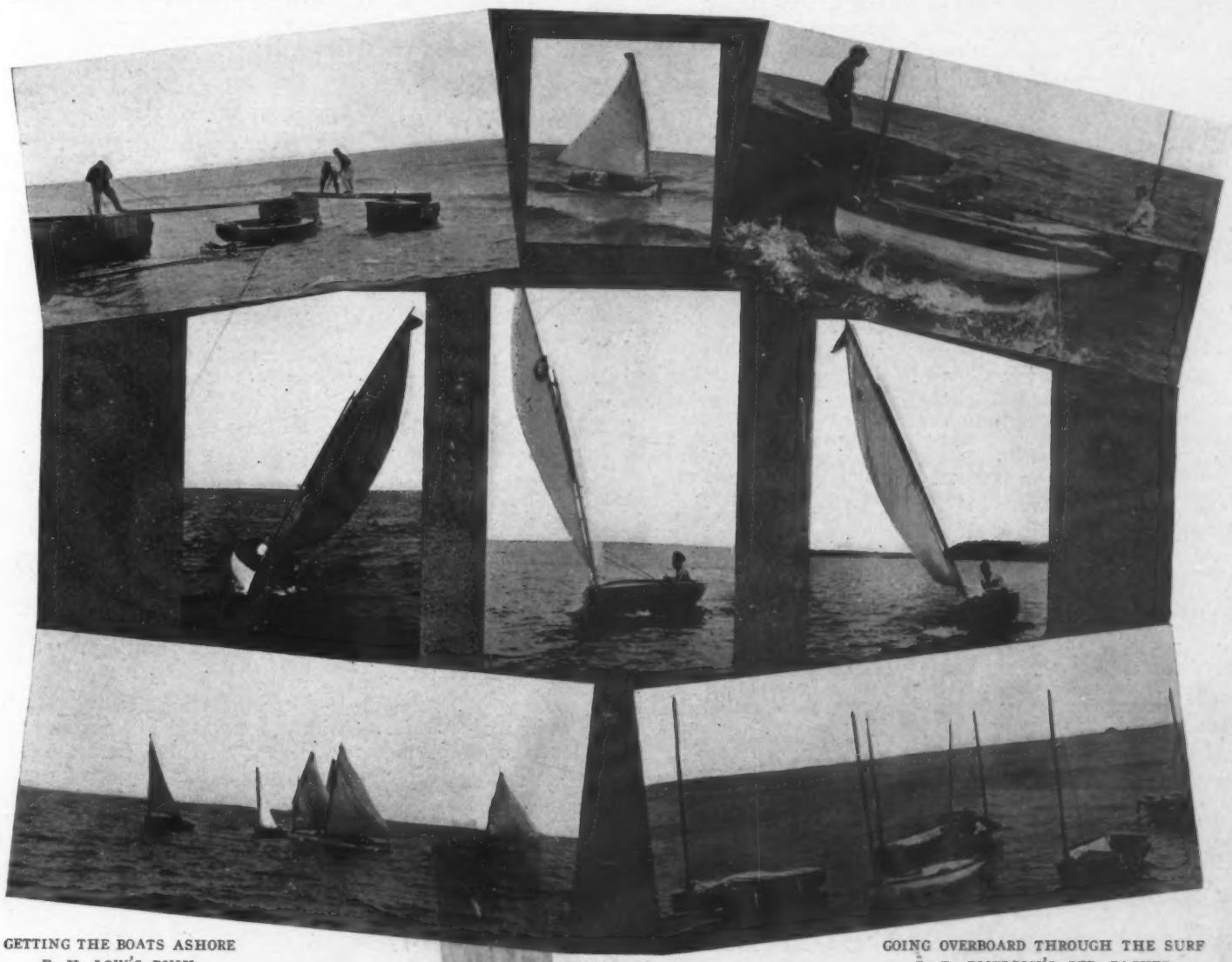
The June 21st race was sailed in a northeast wind and sea, which was flattening somewhat by rain during the race. Peerless, Jr., again led the fleet home. On June 28, Joker IV and Peerless, Jr., made a close race during the first half, but Joker finally hit her stride and led Peerless home with 45 seconds to spare.

July 4 gave the dinghies a fine whole-sail breeze. Joker IV got away from the fleet by 15 seconds at start, and stretching out her lead all of the time finished 3 minutes 17 seconds ahead of the nearest boat. A high grade of sportsmanship was exhibited when Nagel's Peerless carried away her main halyard and her skipper made hasty repairs and stuck to the race. The annual novelty races were held in the afternoon, and the silver cup presented by Eric C. Moore, formerly owner of the history-making Seneca, was won by J. E. Emerson in Red Jacket.

The July 18th race was another drifting match and was won by Ball in Wink. The following week's race was sailed in another northeaster. The Wink made a getaway, but Joker climbed into the wind and rounded the first buoy well in the lead. Wink, however, held Joker on the second leg, and gained on "haystack" sailing on the run home as Joker rounded the buoy about three lengths ahead. On the second round Joker IV worked out to windward and won by 4 minutes and 29 seconds. August 9th race was sailed in another northeaster, and was won by Joker IV from Peerless, Jr., by 1 minute. On August 23 the boats sailed in a squally southwester, which kept all skippers busy, as the boats are sailed by only one man. Peerless led the fleet home by 40 seconds.

The next event was the annual long-distance race of 12 miles to Manitou and return on August 29. The boats bucked into a squally southwester at the start. Joker rounded the Manitou buoy 1 minute and 30 seconds ahead of Wink, and then started a race for Charlotte such as has never been witnessed on Lake Ontario. The two boats sailed side by side for miles, and finally as the wind flattened out Wink got a slight advantage and won by about 1 minute and 55 seconds. The total elapsed time was 1 hour 39 minutes and 20 seconds.

During the summer the various boats of the fleet visited the different ports of the South Shore, and Nagel's Peerless was shipped to Presque Isle and sailed through the Bay of Quinte to the Thousand Islands, covering about 150 miles under sail.



GETTING THE BOATS ASHORE
F. H. LOW'S RINK
START OF A DINGHY RACE

PEERLESS, JR.
COM. W. C. SHEEHAN'S CHAMPION JOKER IV

GOING OVERBOARD THROUGH THE SURF
J. E. EMERSON'S RED JACKET
PART OF THE CLUB'S FLEET

EDITORIAL

Much Cry and Little Wool

Commodore "Jim" Pugh has had some hard luck trying to get a race for his new Disturber IV, with her 24 cylinders and her reputed 1,800 horsepower. He took her abroad to have a shy at the Britishers, but the Kaiser put a crimp in that race,, and, after the British Government declined the use of the boat to chase the German destroyers off the North Sea, Pugh brought her back to this country and has been trying her out on Lake Michigan, where it is said she has developed phenomenal speed. Sixty miles, or so, is the claim made for her, but "we're from Missouri." While not doubting the good faith of the claim, there are several kinds of miles, and—we will have to be shown.

However, the talk of this speed came to the attention of the owner of Baby Speed Demon II, which holds the speed record of this country and, though the season was late, negotiations were opened about September 28 between Commodores Blackton and Pugh regarding the possibility of a series of races. The wires were kept hot for two or three days trying to arrange details, but the only thing that seemed to suit both of the contestants was the date, October 15. As the season was late and the race was to be held on the open lake off Chicago, Commodore Blackton wanted some guarantee as to suitable water conditions before racing.

It is not necessary to repeat all the correspondence; it is sufficient to say that there was nothing stipulated by either side that was insurmountable. As a matter of fact, on October 7, after ten days of negotiations, Commodore Blackton sent the following telegram, which seemed to settle the matter:

"All right. Will come out and race Disturber for a five-cent cigar. All conditions as Pugh wants them. Letter confirming mailed to-day.
"(Signed) J. STUART BLACKTON."

and was answered on the same day by a telegram from the chairman of the Associated Yacht & Power Boat Clubs of America, under whose auspices the race was to be held as follows:

"Wire received. Will prepare to hold races beginning October 20.
"WILLIAM HALE THOMPSON."

This arbitrarily changed the date from October 15 to 20.

Following the passing of these two telegrams on October 7, this paragraph appeared in two Chicago daily papers on October 8:

"There will be no race between Disturber IV and Baby Reliance. * * * In a telegram sent yesterday to Commodore William Hale Thompson, Mr. Blackton insisted upon naming the conditions of the race. * * * Chicago officials could not accept the conditions proposed by Blackton. They agreed to have the race set for the open lake over a 30-mile course on October 15, 17 and 19. Blackton at first agreed to this, but his next telegram was contradictory. * * * It appears that Blackton really does not think that he has much of a chance against the new Disturber."

Now this paragraph and the change of date got Commodore Blackton's goat, as it were, and he sent this wire to the Associated Yacht & Power Boat Clubs, which apparently ended matters:

"See by morning newspapers race called off by Chicago officials. I never believed Pugh wanted to race, now am sure of it. He ignored every suggestion that came from me and dictated terms like a war lord, all of which I accepted unconditionally, as I was sincere in wanting to race. Then, at last moment, you arbitrarily change date without consulting my convenience. Pugh will now have to get reputation with Disturber in real races, not on paper or private trial, before he can be taken seriously or be entitled to race in championship class. Very sorry your club has had so much trouble for nothing, but you have no one to blame but Kaiser Pugh.
"(Signed) J. S. BLACKTON."

Without going into the merits of the case we must say that we think this way of conducting motorboat-race negotiations is bad and will have a deleterious effect on the sport. It savors too much of horse-racing or prize-fighting methods, and the running of the race in the newspapers instead of on the water. The reporter that wrote the paragraph in the Chicago papers must have known that it was not a true statement of the case, or in accordance with the text of the telegrams he mentions; and the change of dates by the committee without consulting one of the principals was in itself not in accordance with the usual practice in such matters. There seemed to be a desire on the part of both owners to race, and the use of a little diplomacy and the following of yacht racing procedure would probably have resulted in a match which all the country would have been glad to see. Certainly everyone would have been keenly interested in seeing Disturber IV run and in trying her mettle against a boat that had broken all American records in competition, and it is to be regretted that a little more spirit of fair play and give and take, and a little less newspaper publicity, wasn't resorted to to bring about the desired results.

It is hoped that the two boats in question may yet come together. Possibly they will do so at Miami if the proposed race on Biscayne Bay is held this winter. In the meantime a series of races between Disturber IV and Black Demon III, a new boat owned by Johnson Brothers, has been arranged, beginning October 20.

Proposed Motor Boat Race at Miami

Motorboat racing in Florida bids fair to be revived this winter if the plans made by Mr. Carl G. Fisher, the well-known motorboat enthusiast and racing man, go through. It is proposed to hold a series of races between high-speed boats at Miami on Biscayne Bay, in January, if the promise of enough boats can be secured. Full details will be announced later. Any boat owners who are interested are invited to send in their names and we will put them in touch with the regatta committee.

Round the World Without Crossing the Equator

The steam yacht Niagara, owned by Howard Gould and under charter to Mr. Joseph Leiter, has recently completed a voyage around the world, being one of the first yachts to pass through the Panama Canal. She has the distinction of being the first vessel to circumnavigate the globe in the Northern Hemisphere without crossing the equator, the lowest point south she reached being 1 deg. north latitude at the Straits of Singapore.

War Hits European Yachting

The great European war has played havoc with the sport of yachting throughout England and the Continent. Many yachts and powerboats are being used for naval auxiliary service, while practically every yachting magazine on the Continent has suspended publication. In France, "Le Yacht" and "Le Yachtsman" have both given up; in Belgium, Holland and Germany their boating magazines are suspended indefinitely, while in Russia "The Rulevoy" has quit. In England the four yachting monthies and weeklies still continue.

Albacore Doing Naval Service

Readers of YACHTING will be interested in knowing that the new power yacht Albacore, designed by Tams, Lemoine & Crane, photographs and description of which recently appeared in this magazine, is now doing naval service for the British Government at Halifax, Nova Scotia. She was loaned to the Admiralty by her owner, Mr. J. L. K. Ross of Montreal.

Why not place an order with your newsdealer to leave YACHTING at your house each month? He will be glad to do it

Mess Room Talk

IN this Department we will answer questions concerning the problems which boat owners are constantly running up against in the operation of their motors or the handling of their boats.

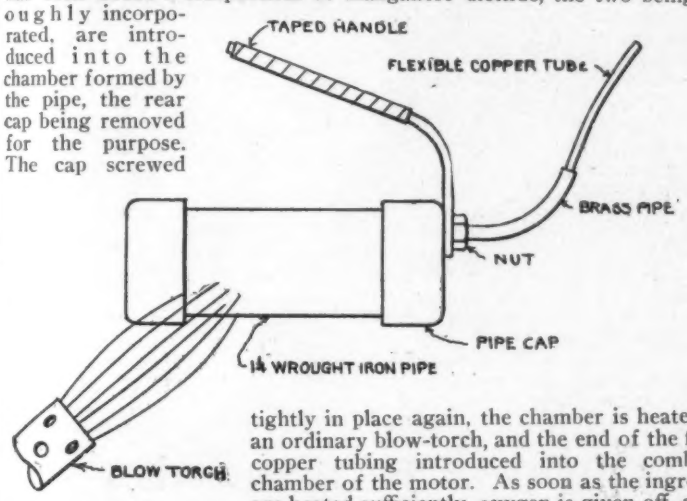
Homemade Oxygen Carbon Remover

BROOKLYN, N. Y.

It is my painful task, from time to time as occasion demands it, to remove the accumulation of carbon from the combustion chamber and piston of a marine engine which I use. Formerly the work was accomplished by removing cylinder heads, the better to get at the covered surfaces, but after having witnessed the ease with which an automobile repair man cleansed the six cylinders of a car engine by the oxygen process, I set to work and constructed the piece of apparatus shown by the accompanying illustration. It has proved quite effective in practice.

It comprises nothing more complicated than a short length of wrought iron pipe, 1¼ inches in diameter, threaded and capped at either end. Through one cap a hole was drilled and tapped and a length of brass tubing was screwed into the hole; a suitable length of annealed copper tubing was soldered into the end of the brass pipe. A handle was provided by fitting a piece of ¼-inch strap iron, drilled for the passage of the brass tubing, in place with a nut as shown by the sketch; the handle was taped.

To use the device, a couple of ounces of chlorate of potash, to which has been added a teaspoonful of manganese dioxide, the two being thoroughly incorporated, are introduced into the chamber formed by the pipe, the rear cap being removed for the purpose. The cap screwed



tightly in place again, the chamber is heated with an ordinary blow-torch, and the end of the flexible copper tubing introduced into the combustion chamber of the motor. As soon as the ingredients are heated sufficiently, oxygen is given off, and the heat should be kept constant to insure a steady flow. In the presence of the oxygen the caked carbon can easily be ignited, and will burn from the surfaces in a minimum of time. Care should be taken not to apply too much heat.

For cleaning multiple-cylinder motors greater quantities of chemicals can be added. Since the manganese dioxide acts merely to stimulate the decomposition of the potassium chlorate, it is evident that the proportions are not all-important. Both chemicals can be obtained in small quantities and at low cost. Care should be taken with the potassium chlorate not to let it get in contact with any foreign substance. J. N.

A word of warning should be given to those using the method above described, which is an excellent one for removing carbon quickly, and that is that the intense heat set up on a cylinder by the burning of the carbon is apt to injure the spark plugs. The spark plug manufacturers state that their plugs were not designed for such heat, and as a result the porcelain or other insulating material may become damaged or the points or electrodes warped. As a precautionary measure against this it is well to remove the spark plugs and insert an old set, or else a set of blanks, in the spark plugs before burning out the carbon in this manner.

Construction of an Ice Yacht

REGINA, SASKATCHEWAN.

Will you kindly give me the particulars as regards length, width, etc., of an ice yacht that would carry a triangular sail of 120 square feet of the sliding gunter type? What would be the best width between the front runners and also the distance from the cross piece to the back runner; the best length for runners for a boat of this size; where the mast should set as regards the front runners, etc.? I don't know much about an ice yacht except that I have sailed on them on the Hudson, and know that they can travel if properly designed and constructed. Can you tell me of any book that is an authority on ice yachts and their construction? H. J. F.

The approximate dimensions for a boat with this sail area, carried in one sail as you suggest, would be as follows: Length over all (backbone), 16 to 17 feet; runner plank, 8 feet; the distance of forward side of runner plank from forward end of backbone, 7 feet; length of runners, from 28 to 30 inches, with the after runner or rudder a little shorter, say 22 to 24 inches.

In regard to the position of the mast in a boat without a jib, we cannot give you this exactly without designing a boat of given dimensions, as you would have to get the center of the sail area in approximately the right place over the center of lateral plane. These centers should fall, approximately, slightly aft of the runner plank—say about a foot and a half—and the mast would have to be stepped in such a position on the backbone to bring the center of the sail area over this position. Even then, if the boat was not properly balanced, a little experimenting would give you the proper position of the mast. In regard to the sail area, why don't you use a jib and mainsail instead of a cat rig, as most boats are built in this way and you get a better balance with this rig?

We publish a small book on ice boating, new last year, that gives full information on building the various types of ice boats, with detailed drawings of runners, framework, sail plans, etc.

Laying Up the Motor

QUINCY, MASS.

In laying up the engine of my motor boat for the winter is it necessary to do any more than drain off the water jackets and cover all the working and bright parts with a heavy coat of tallow or grease? The engine is apparently in good shape now. J. B.

It is not *necessary* to overhaul your engine when laying up in the fall; but, as it ought to be done before the spring, it is well to do it at laying up time, so that you will have opportunity to find out what is necessary and have the work done well before the spring. In draining off the circulating water remember that the piping and exhaust line, if water-cooled, must also be drained as well as the muffler. This may save breaking some of the joints. Even though your engine is working well there may be a carbon deposit in the cylinders which will make the pistons stick badly before spring, or will make the rings stick. The cylinders can be cleaned by using a carbon remover. The heads can either be taken off and the engine and pistons thoroughly cleaned, or the cylinders can be given a dose of carbon remover or kerosene through the spark-plug openings. If the engine is multi-cylinder, clean one cylinder at a time, running the engine on the others meanwhile. Draw off all kerosene or carbon remover before laying away, put into each cylinder about half a pint of good quality cylinder oil; then plug up all openings in them to keep the dampness out. It is well to test all bearings when laying up to see of any need replacing; all batteries should also be disconnected and the wires taken out of the boat, as they are apt to corrode during the winter. Vaseline will be found a good compound with which to cover all bright work and working parts. If the cylinders are rusted by the season's use, they should be given a coat of paint in the fall to prevent the rust spreading.

These hints cover only what it is necessary to do. More could be done without any detriment to the engine.

Starting the Engine in Winter

ALBANY, N. Y.

I keep my boat in the water quite late in the year and have trouble starting the engine on cold mornings. Can you give me any hints that will help me out in this matter? H. C.

Climatic conditions are responsible for the difficulty of starting in cold weather; both carburetor and intake pipe being too cold to allow good vaporization of the gasolene. The oil in the cylinder walls also congeals, and makes the engine turn stiffly and hard to start.

If the carburetor and intake pipes could be heated in some manner before starting it would help vaporization. This cannot be done with a flame, however, on account of the danger. We do not know of any appliance on the market particularly for this purpose, though one might be made for using the electric current drawn from the accumulators. Priming liberally and then igniting on the spark with pet cocks open will eventually heat the cylinders and aid combustion. An iron plate or cup bent so as to fit around the carburetor, and with a wooden handle, might be used by heating this iron and applying it to the carburetor.

The stiffening of the cylinder oil can be overcome by injecting kerosene into the cylinder through cocks or spark-plug openings when it is still warm before leaving it after the previous day's work.

Get Your Guns Cleaned Up

NOW that the boating season is over, and the yachts are hauled out ashore, the few members that wander down to the yacht club of a Saturday afternoon or Sunday gather disconsolately around the club house fire or stove in the only room kept open, and the empty house echoes their growling at the shortness of the sailing season. In a number of the yacht clubs on the Atlantic coast, and a few on the Great Lakes, plans are being made to resume trap-shooting on the club grounds after the first of November, and the season's shooting at many of the clubs will result in the picking of teams to represent their organization in inter-club shoots. One of these is already being arranged in the New York district. In this way the interest of the club members is retained throughout the year, and use is made of the club for more than just the summer season.

By the installation of one or two traps and a shooting platform a yacht club is made as popular during the winter as it is during the summer, in many instances the club house, or at least a portion of it, being kept open throughout the entire year. For an open-air sport on the usually limited grounds of a club property, trap-shooting seems to leave all other forms of recreation hull down astern. In the first place, the cost is very little, it being possible to install one trap for from $5 to $6.50, and two for double that amount. A shooting platform is not a necessity, although it is a great advantage, and it and the trap-house can be built for almost anything from $25 to $200, according to the location and size. It is best to set the trap so as to have the targets fly out over the water. As a matter of fact a platform could be built by the members themselves with no cost except for the lumber. With a trap-shooting outfit tournaments can be kept up throughout the winter, with matches every Saturday afternoon, Sundays and holidays, with special cups for each month and special prizes for the season. Inter-club matches can also be arranged, and in the New York district last year a very successful inter-club championship match was held between five clubs. It is probable that this year the number of clubs taking part in the match will be much larger.

THE SHOOTING PLATFORM OF THE BAYSIDE YACHT CLUB ON LITTLE NECK BAY

In the New York district some of the clubs that have taken up shooting for their members are the Bayside, Manhasset Bay, New Rochelle, Port Washington, Larchmont, Stamford, Indian Harbor, Marine and Field and the Harlem, while on Massachusetts Bay and the Chesapeake a number of clubs have taken up the sport as a means of keeping their members in touch with each other during the winter and providing an outdoor form of amusement that keeps the club house and grounds in use. In some of the clubs special winter membership is allowed, with somewhat smaller dues, which brings in a number of shooters, many of whom are induced to take up sailing and become full members in the spring.

This fall has been an unusually open one, and it's up to all of those members that want to keep interest in their club alive, and who want a hustling organization, to get busy and install shooting facilities or provide some other form of amusement for keeping the members in touch with each other between now and fitting-out time.

Courtesy of "The Log"

THE TRAP-SHOOTING FACE AS SEEN BY A BAYSIDE YACHT CLUB MEMBER

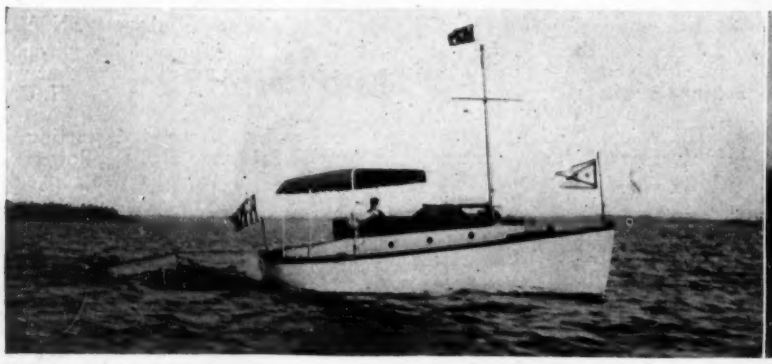
Winter Plans of the Portland Yacht Club

Beginning about the second Saturday in November the Little Dinners will be in order. From then on every two weeks there will be a gathering at the club house.

The reception to the officers on New Year's Eve, the Army and Navy Night, February 22, and the Annual Banquet, April 26, are the high spots. These three nights have always been a great success.

The Army and Navy Night was inaugurated three years ago, and it has been the means of bringing together almost every officer in both the army and navy located at Portland or in the immediate vicinity. Last year over half a hundred officers were in attendance, and as far as we can gather it was the largest gathering of United States officers at one time ever held in Portland.

Admiral Robert E. Peary visited the club house the past week. He will be at Washington during the winter, having closed his summer home at Eagle Island.



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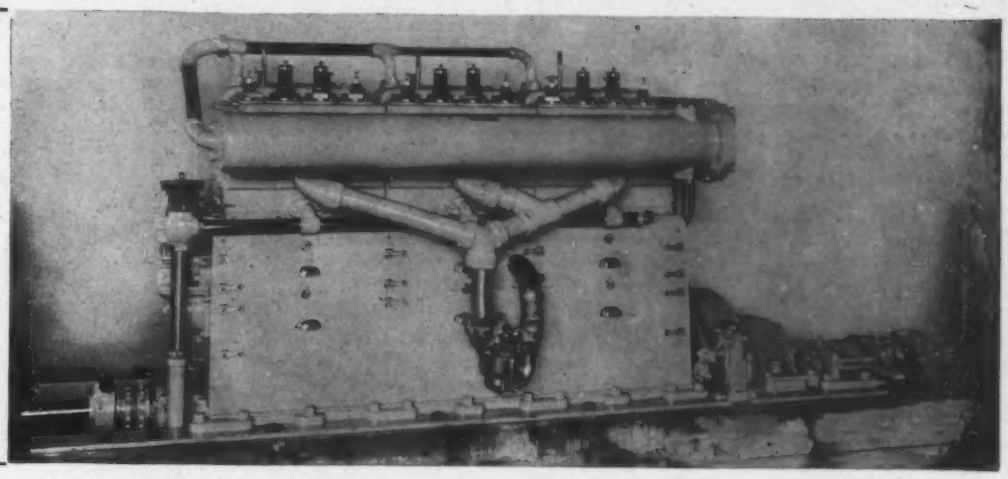

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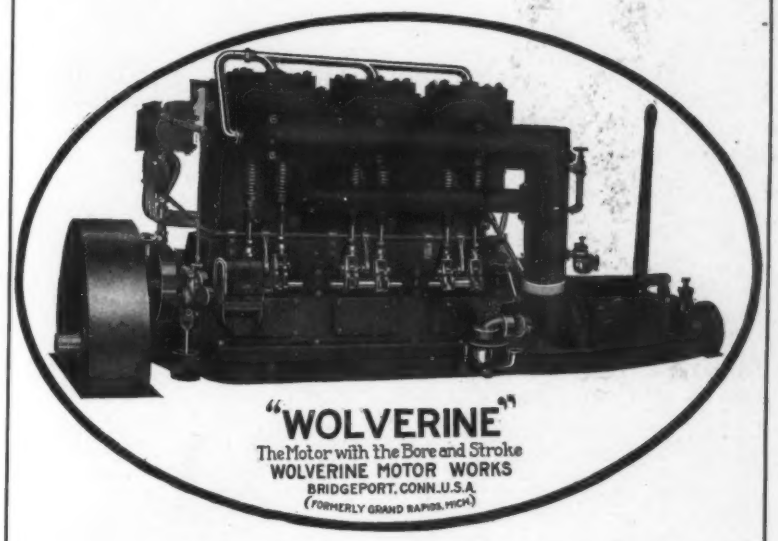

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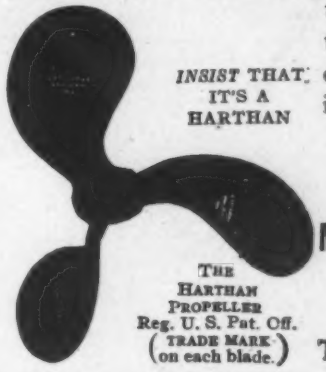

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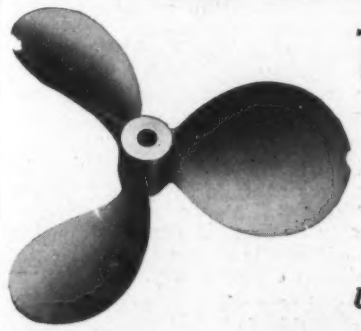

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The entertainment committee will get together the first week in November to make plans for the winter entertainments.

Several new lockers have been added, which will provide enough to accommodate the new members. The additional raft recently purchased has proved a great convenience, both to members and visiting yachtsmen.

Power Squadron News

Twenty-six members of the Power Squadron have successfully passed the examination and hold certificates. Several more will take their examinations this winter and be ready to start the season of 1915.

The two Shiloh yachts, which have almost become a feature of Portland harbor, are being painted and stocked. Where they will go is at present being kept a secret.

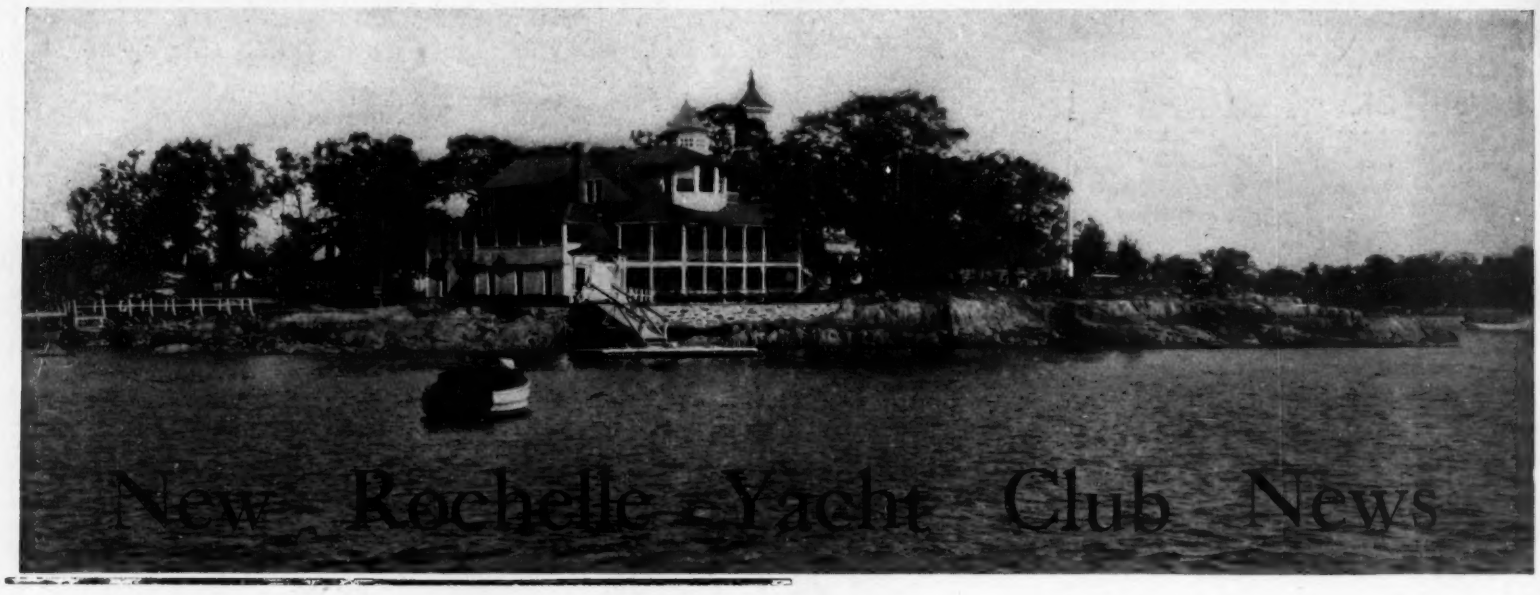
Mr. Harry T. Saxton has returned to his home in Philadelphia. He says he'll get back to his island home some time next April.

Mr. Norman I. Black is at his summer home at Cliff Island. Says he is going to stay until he is frozen out. His new boathouse is keeping him busy at present.

Next season promises well for the Power Squadron. Several new power craft have been added to the roll, and before fitting-out time comes we may expect quite a number more. Already predictions are being made for the biggest season Maine has ever known. The European war will prevent the exodus to foreign countries, so that most Americans will have to plan the summer at home. Maine will no doubt see many of the larger yachts next summer, both steam and sail. They will be most welcome.

Henry D. Loring has recently completed a very interesting two weeks' trip in the power boat Topaz V, owned by Commodore Charles Clifford, of Bath. The cruise was from Bath, Me., to Provincetown (the run was made in one day), thence around the Cape to New York, up the Hudson to Albany, back to New York, and through the Delaware and Raritan Canal and the Delaware River to Philadelphia. The return voyage was made in the same way, barring the trip to Albany. Fine weather was experienced, but being late in the year some of the nights were pretty cold, and on the upper Hudson ice formed on deck upon several occasions. Mr. Loring speaks very highly both of the boat and of the beauties of the trip, especially that part of it from New York to Philadelphia and return.

Portland Yacht Club members, especially those owning power boats, would find such a trip most enjoyable, and it would give them new cruising grounds with which most of them are not familiar.



New Rochelle Yacht Club News

The yachting season at the club was officially closed on Saturday, October 3, when the flagship Okee fired a gun at 4 P. M., and the boats in the harbor lowered their ensigns. While this closing was official the club house remained open practically throughout October, and the club burgee was flown regularly, though yacht etiquette was not observed.

The club itself will keep open throughout the winter and the old house will be used. The porch of this will be widened and enclosed with glass, making a sun parlor, and as this is close to the shooting platform it will be very convenient for the members. The house will be in charge of Adolph Nelson and his wife, and meals can be had on Saturdays and Sundays. If there is a demand for it the ground floor of the main club house will be heated and kept open, but the old house provides comfortable quarters, and will probably answer the needs this winter.

A race of the Lloyd's Harbor Club from New Rochelle to Lloyd's Harbor was started from the New Rochelle Yacht Club on October 10, and the race back was finished off the club on October 12, these being the latest races that are held on the Sound, the regular racing season being over September 12. Marsland's Guardia won the race over, and George Granbery's new Timandra the return race.

The pool tournament at the New Rochelle Yacht Club, which has been running all through the season, has finally ended. The winner was Mr. Kull, who won seven games played and one forfeited game. Mr. Reynolds gets second prize by winning five games and losing one. Mr. Cox played six games, winning three by play and two by forfeit and suffering one defeat.

Mr. Pace, the efficient superintendent of the club, left on October 19. The auditor's report showed that the restaurant, which was run by the club this year, broke even in a financial way. This was a great source of satisfaction, and reflects great credit both on the house committee and the superintendent. The service was better than ever before and the meals were the best that have been served at the club. In an organization where most of the business is confined to Saturdays and Sundays this is an excellent showing.

THE LAST OF THE SEASON

Trap-Shooting Season On

Trap-shooting will begin as soon as the boats are out of the harbor. It is planned to have the first shoot on November 7. There will be an inter-club match during the season, and there will be an open tournament at which outsiders will be invited to shoot. The trap-shooting season will be between five and six months in length, and will give the boys plenty of out-door sport.

The championship in the New York 30-Foot Class, which is always closely contested, went this year to the flagship of the New Rochelle Yacht Club, Commodore J. A. Mahlsted's Okee. Okee has won about everything in sight this summer.

While most of the boats will be hauled out by November 1, a few of the late birds, such as C. A. Marsland's Guardia and "Marty" Kattenhorn's Surprise, will probably be in until the ice nips them. Both of these boats are planning trips to Lloyd's on Election Day.

Several new members are coming into the club this fall, and the membership list is in a very satisfactory state. The club has had one of the most successful seasons in its history, and has been very active both afloat and ashore.

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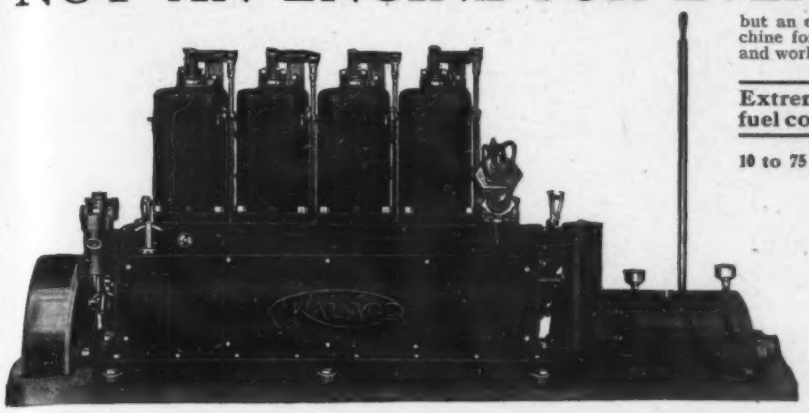

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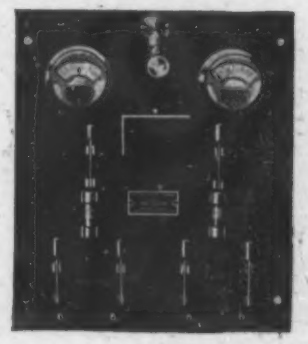

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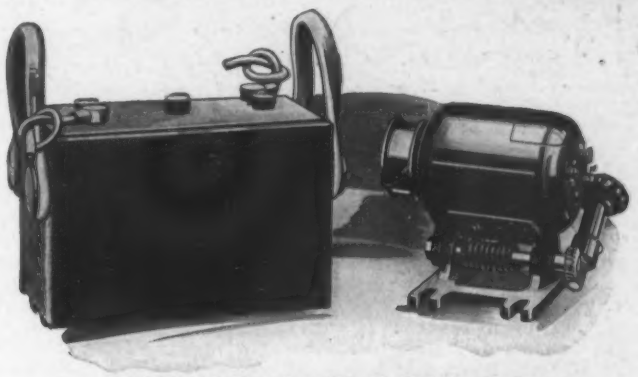

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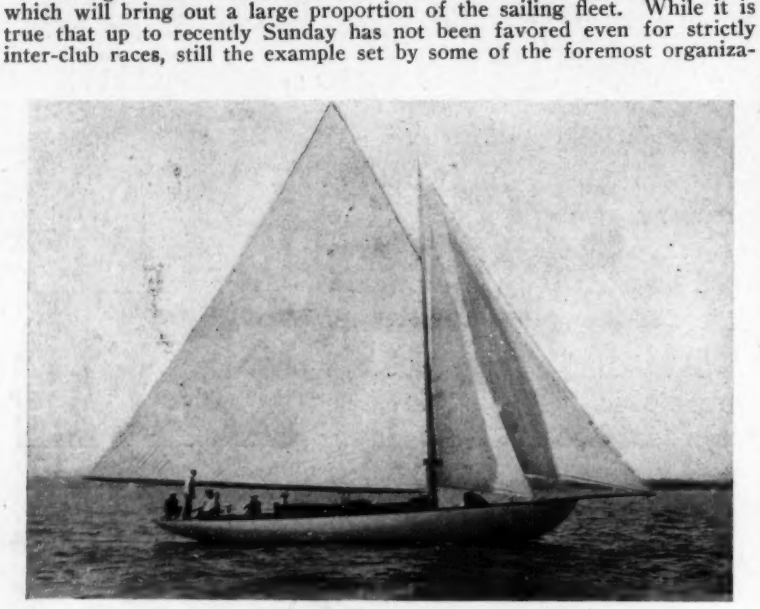
Harlem Yacht Club Notes

The lack of a challenge this year for the Brooklyn Yacht Club Ocean Challenge Cup, which was brought back to the Harlem Yacht Club in 1913 by ex-Commodore John Crowley's Ediana, has been a great disappointment to the club. It was felt that after our challenge in 1913 renewed interest would be taken in this event, particularly so in view of the number of boats which, even under a strict interpretation of the terms of the gift, are eligible for the race. Last year's event furnished a test for boats and crews that may never again be met. The thrash to windward from Vineyard Sound Lightship to Gravesend Bay in a heavy sea and almost a full gale, presented conditions for which the admirers of Ediana had prayed. Behind at the Vineyard, the plucky vessel fought her way to the front carrying full canvas until she opened up a lead which she never lost.

It is the recollection of this race, and of that other famous race of 1907, when the present flagship Mopsa won over a course from New York to Montauk, thence to Cape May and back to Gravesend Bay, which causes such regret at the indifferent interest displayed this year. It is but fair to assume, however, that the coming year will bring a challenge, and in that event every effort will be made to retain the cup.

All signs indicate that next season will witness a series of Bay races which will bring out a large proportion of the sailing fleet. While it is true that up to recently Sunday has not been favored even for strictly inter-club races, still the example set by some of the foremost organizations on the Sound has tended to do away with the old prejudice, as far as closed races are concerned. It is impossible to fix upon a Saturday that will not conflict with the open regattas on the Sound.



EDIANA, EX-COMMODORE CROWLEY'S SLOOP THAT BROUGHT THE OCEAN CHALLENGE CUP BACK TO THE HARLEM YACHT CLUB

There is nothing that will stimulate interest in a club more than a series of closed races, and this is particularly true of the Harlem Yacht Club. The difficulty of handicapping the boats, varying from the "P" class to the M. B. one-design, can largely be met by forming two divisions. In the first division can be grouped the big fellows, including the "P" class, the Buzzard Bays, New York Thirties and the 25-foot cruisers, while the smaller fry will form a large second division. Probably the greatest handicap in either division would not exceed 10 per cent.

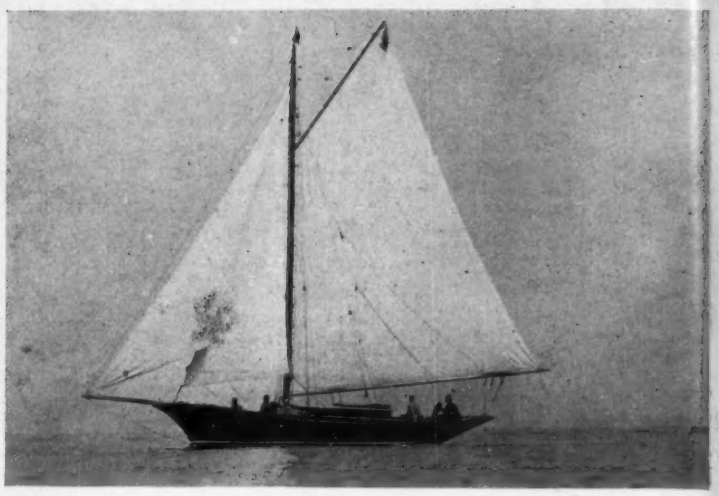
It is suggested that Bay races be held on alternate Sundays during the entire season, and that prizes be awarded to the winners of the series on the system of points used by the Larchmont Yacht Club. Tide permitting, the events can be started as late as 4 o'clock in the afternoon, giving a liberal allowance to finish the Bay course twice around before sunset, and giving the Lloyd's Harbor enthusiasts an opportunity to reach the island in time to start.

Such a series, however, can only be made a success by having the earnest support of every active sailing man in the fleet. Heretofore many of the older men, satisfied with their past achievements in racing, have been inclined to shift the burden of reviving racing to the shoulders of the younger members. It is to be hoped that next summer the old-timers will be found in force on the starting line.

Capt. Kraussman, in his motor boat Zio, cruised down to the Cape Cod Canal a few weeks ago. "Some little pond, the canal," says he.

The confirmed Lloyd's Harborites rendezvoused at their favorite camp-meeting ground at Lloyd's over Columbus Day, celebrating a clambake. Edward Tucker led in prayer.

Henry T. Hornidge celebrated Columbus Day by teaching his three-month-old daughter how to sail a Sonder. It is reported that after two trips around the Bay the young lady was wonderfully proficient.



COMMODORE F. C. SULLIVAN'S MOPSA, WHICH FIRST WON THE OCEAN CUP FOR THE HARLEM YACHT CLUB IN 1907

The date for the winter dance has been fixed for February 11, 1915, at the Hotel Astor. The dance will be followed by a supper, which will be held in a room adjoining the dance room. Tickets will be $3.50 each for one person, and cover the dance, supper and the various checks. Members are requested to take particular note of this date.

We are authorized to indignantly deny the rumor that our esteemed member Mr. George T. Young is to take the part of Little Eva in "Uncle Tom's Cabin."

Lockers have been built on the attic floor for the storage of sails and equipment, and may now be had on application to the house committee.

On Saturday, October 17, the club went out of commission. The close of the season was marked by one of the justly famous Harlem Yacht Club beefsteak dinners. An orchestra and vaudeville artists added to the gayety of the occasion. Beefsteak for the hungry and other things for the thirsty were in satisfactory quantities.

An unusual feature of the entertainment was the presentation by club members of a comedy skit written by Commodore Franklin C. Sullivan. Fritz Fredericks, as Stella the proud stenographer who had left a palatial home because her father was a New Haven director and she preferred to earn an honest living, won undying fame. Others in the cast who deserve mention for their sterling work were James Proctor, as Stella's father, who in the last act repented of being a director; John Jarchow, as Pierce Arrow, the American youth who won Stella's hand and a block of New Haven stock left her by her mother; Fred Newton, as Count Goodrichtyre, who made a big part of the fortune-hunting nobleman who didn't get the block of stock; Jack Delaney, as Dr. Quick, who was called in after the automobile accident,, and Joseph Fegan, as Clarence (Joe says it is a blamed lie), the office boy in Stella's office.

In the first act there was considerable plot, but during the second round, when the gong rang, the plot was missing, having evidently been mislaid during the excitement. However, after a long beat to windward the audience realized that the characters in the skit who were not after Stella were after her New Haven stock. A beam wind sent the third act spinning merrily for the finish line.

Chicago Yacht Club Elects Officers

At the annual meeting of the Chicago Yacht Club very few changes were made in the officers for the coming year. William A. Lydon, owner of the Lydonia, the largest steam yacht on fresh water, was unanimously re-elected Commodore of the club. R. M. Barcal was made Vice-Commodore in place of George O. Clinch, who retired. Charles D. Chapin, one of the younger members in the sailing game, and owner of the sloop Michicago, which made a great record last summer, was elected Rear-Commodore. George L. Weed and H. M. Higinbotham were given second terms as secretary and treasurer. The directors are George O. Clinch, J. J. Corkhill, Sheldon Clark and James O. Heyworth.

The club has moved into its winter quarters on Federal Street, and an effort will be made to keep up the interest all through the winter months, as everyone agrees that the activities of the regular season are only a reflection of the enthusiasm shown when the yachts are laid up.

One good result of the European war will be that more Chicagoans than ever will now get into the yachting game. Many of those who in other years have spent their vacations in Europe were forced to take their ocean voyages this season on Lake Michigan. In doing this they discovered what fine cruising grounds Georgian Bay and the lower end of Lake Michigan are, and many have found that better vacations can be taken here than abroad. Walden W. Shaw, owner of the motor boat Peggy, spent his summer in Georgian Bay. He had his family with him, and declared when he returned to Chicago he was through with Europe. For thirteen years he has been going abroad and he knows whereof he speaks.

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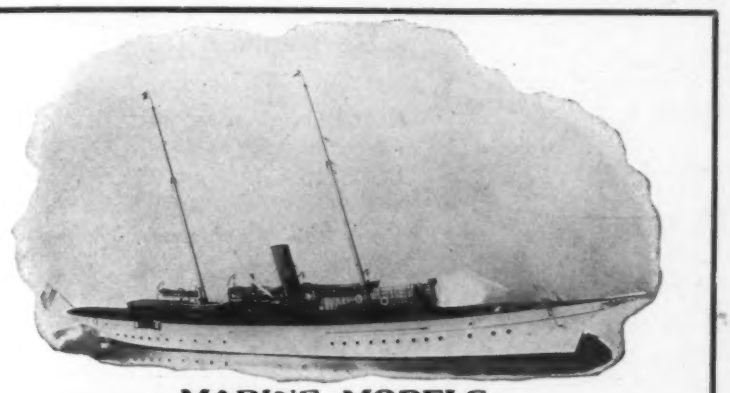

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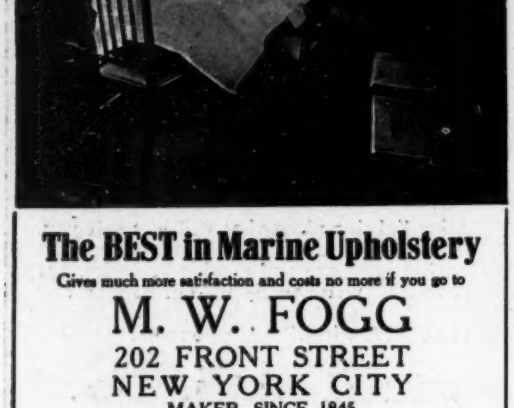

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A Bay of Fundy Cruise

(*Continued from page 223*)

off in the tender to find the land, but he had not gone far before the fog lifted (which is about all it does at this point), and Spencer's Head loomed up just where the navigator expected it to be. It was some hours later before the fog lifted on the island, and we found we could toss a stone ashore at low water. The wind breezing up at 12 noon on the last of the ebb, we got sail on and upkillock, working through and around the island. Keeping just inside the tide streak, we had worked up two or three miles before flood tide made, but got no wind until 2 P. M., when it came out of N. N. W.

Having had dinner, we tacked to the westward, which brought us abreast of Port Greville. Going on the starboard tack, with a strong tide under our lee, we headed up the Gut (Minas Channel) at a tremendous clip, the wind having freshened until the lee rail was awash in the puffs and the crew got anxious about the jib stay, as we were carrying a No. 1 jib of large dimensions. But, with sheets lifted a little and homeward bound, it had no effect on the skipper, who kept the crew busy with the mainsheet, slacking off a little in the heavy puffs and sheeting home again as soon as steady.

We passed Cape Split, about half a mile distant, at 3 P. M., steering E. ½ S. until around Cape Blomidon, thence S. by E. for the Gas buoy, which we passed at 4:20 P. M., 15 miles from Cape Split, having run the distance in one hour and 20 minutes. Here we sighted the Iola coming from Parrsboro, and it was nip and tuck up the channel. The wind having dropped some, we kept our lead of about a mile until we passed the black buoy at the head of the eastern bar. Here we got a shift of wind to N. E. and blowing strong, with quite a sea, in which the Iola was yawing. We passed Horton Bluff at 5:40, and were dropping the power boat a good mile an hour when the wind failed us again, the Iola passing us about a mile from our dock, which we made at 6:30 P. M., or 36 hours, dock to dock. We took about five and one-half days on the round trip, with two full days in St. John, having sailed over 200 miles, chart measurement—not bad for the first trip outside Minas Basin by the owner without a pilot. The actual sailing time was about 35 hours, and we stemmed 14 hours of head tide.

The Northwestern Regatta

(*Continued from page 240*)

strong, but it was largely in puffs. The Madison boats led across the line, but soon relinquished the lead to Minnewoc, which had run well down to lee of the fleet and seemed to be getting her wind just as clear as the boats to weather. Half-way down the broad reach to the first stake she reached across the bows of her competitors and rounded the mark almost a minute ahead of Florence, her

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closest rival. On the long second windward leg the boats were constantly changing positions, due to the puffy shifts. Minnewoc held on to a long port tack, got away from the fleet, and came flying up to the stake on a beautiful puff. On the broad reaches to the lower stake La Belle chased Minnewoc hard, and it was a cinch that she was going to give the Bullen boat a run for her money. On the windward leg Minnewoc had hard luck with the shifts and La Belle passed her, and from then on Belle must be complimented for the way in which she stood up and sailed through the puffs, which were all that a boat wanted with full sail. Minnewoc had a close call to keep second place, but she did manage to slide over the line just before Water Witch, Senta and Nereid crossed in a bunch.

For the series Athearn gets first place, with 32 points; Glyndwr second, with 28 points, and Senta third, with 26 points. Water Witch got 25 points; La Belle II, 18; Minnewoc III, 18; Florence, 14; Nereid, 13, and Mistral II, 2 points.

In Class B Mistral II got 9 points; Quatro, 5 points, and Black Hawk, 4 points.

In Class D Water Witch, in three races, annexed 26 points; Moth, 25; Tootie, 18; Bunty, 17; Premiere Daneuse, 13; Monte, 12; X.P.D.N.C., 9; Classy, 9; Funhunter, 6.

By these races Athearn won the Northwestern Trophy, the Lake Mendota Trophy, the Healy-Schmidt Trophy, the Brown Trophy and the Class A Championship Cup. Glyndwr won the second prize A Cup. Senta took the Valentine Trophy.

The Lifeboat Launch Gannet

(*Continued from page 231*)

board from which the plank is worked from is called spiling. Get a piece of wood a little narrower than the space to fill, and tack it to the timbers close to the keel; then set your compasses so that they will more than bridge the greatest gap between the thin strip, which is called the spiling batten, and the batten on the keel. Now put one point of the compass on the batten at a timber and the other end upon the spiling batten. Mark this point and then measure in the same way from the keel to the spiling batten. Do this at every timber and then take the spiling batten off and lay it on the plank. With the dividers set at exactly the same distance transfer the marks to the board. When tacking the spiling batten upon the frames, and also upon the plank, be sure not to spring it sidewise. After the marks have been transferred to the board, draw a line through them and saw the plank out to within an eighth of an inch of this line. The remaining wood can be removed with a jackplane, and the sides of the plank should also be planed up with a smoothing plane, taking care not to cut inside of the line.

Now fit the plank to the stem and stern rabbet, holding it in place with clamp screws. The planking is lap-straked, and before fastening it finally, scribe a line with a marking gauge on the upper side of the plank one inch from the edge, showing where the next plank will fit for the lap. Now fasten the plank to the timbers with copper nails, long enough to allow about three-eighths of an inch of nail to project through the timber to rivet it over a burr when the time comes. There should be a nail near the keel, one in the center of the plank, and one just above the mark where the other plank is going to lap. When all the nails are in, spile for the next plank up, but use the lap mark for the measurements instead of the edge of the plank. Now plane off the lap with a block plane until you can lay a ruler across the lap and have it fit tight up against the timber for at least an inch. Fasten the next plank on so that its lower edge is even with the lap line. This plank should be fastened through the laps between the timbers with three nails in each lap. The timber fastenings will be the same as used for the garboard. Where the planks butt into the rabbet use either long galvanized boat nails or brass screws. The rest of the planks will be easy to put on with the first two in place.

When all the planks are on and fastened you will have to turn the boat over again. This will be harder than it was the first time you turned the hull over, on account of the weight of the planks. Before you get the boat over you should nail a few cross pieces across the hull to take the strain of the weight resting on the planks. Set the boat up again on the keel blocks and get a partner to hold on while you rivet all the plank fastenings. Draw these rivets up as tight as possible, for there is to be no calking, and the tightness of the boat depends upon the fit of the laps.

The boat is now ready for the engine bed. This will have to be made to fit the engine you intend to install, and the shaft hole will also have to be made in accordance with the size of the flywheel and the diameter of the shaft you will swing. Fasten the engine bed to the hull with through bolts leading from the outside of the planking up through the timbers and finally through the bed itself. The drawings will give you an idea of the general shape and construction of the average bed.

The clamps should be put in next and fastened through each timber head to the outside of the top plank with long bolts or rivets. The scantling table gives the dimensions of these pieces.

The breast hooks and filling pieces should be now fitted and well fastened. In the way of the cockpit there will have to be a shelf, set so that its inside edge is just 6 inches away from the outside of the planks. In bending in the deck beams you will find that each of the deck timbers is a different curve, and the easiest way to get this curve is to erect a temporary center piece of timber that fits tight up against the stem and is 12 inches above the sheer at the center of the forward bulkhead. Then bend the deck beams from one clamp around over the center piece and down to the other clamp. Bend them in temporarily at first, for when they are cold you can fit them into the clamps and fair them up so that the decks will be even. The after deck should be treated in the same manner. After the deck beams are all in and fastened you can cut the hatchway for the engine and frame it in, as shown in the drawings.

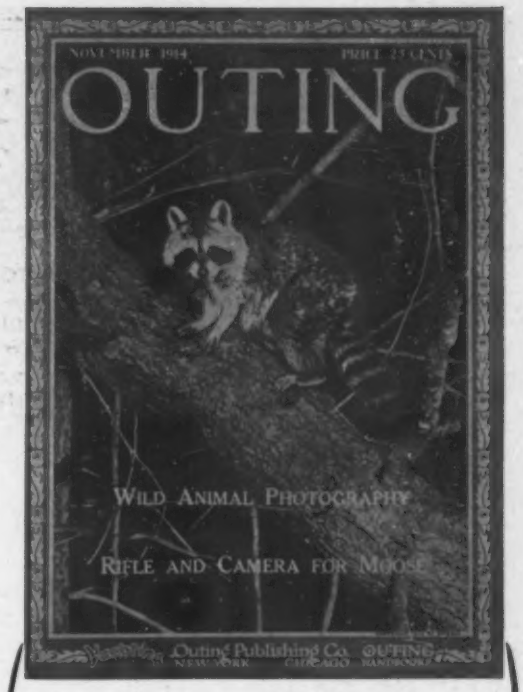
The cockpit deck beams should be fastened to the side of each timber with long screws and the cockpit deck fitted on. Fit the cockpit floor planks right up against the timbers as tight as you can, and then run in the coaming. On the inside of the coaming fasten the tops of the cockpit side staving. Make it watertight, and at the lower corner where it joins the deck it should be covered with a half-round molding laid in white lead. If you wish to put in the quarter and counter bitts shown in the drawing, slip them down between the clamp and the shelf and fasten to the timbers. The two main bitts should now be set in place, with their heels fitted into a box in the stem and stern knees.

Lay the decks forward and aft, and also on the sides, and cover with canvas, laid in Jeffery's marine glue and stretched tight. Fit the hatch over the engine, run moldings around the hull; get out the rudder according to the dimensions shown in the plan, and connect up the steering gear.

The rest of the work and the painting and varnishing you can easily do to suit your own ideas.

TABLE OF SCANTLINGS AND KEY TO DRAWINGS

1. Stem, oak, 4 inches thick.
2. Keel, oak, 4 inches thick.
3. Stern knee, oak, 4 inches thick.
4. Stem knee, oak, 4inches thick.
5. Timbers, oak, 1 by 1½ inches.
6. Breast hooks, oak, 1¼ inch thick.
7. Clamps, yellow pine, 1 by 2 inches.
8. Planking, cedar or cypress, ¾ inch thick.
9. Bulkheads, cypress or oak, ⅝ inch thick.
10. Sampson post, oak or locust, 3 inches square.
11. Quarter bitts, oak or locust, 3 inches square.
12. Filling pieces, spruce to fit.
13. Deck beams, oak, 1 by 1¼ inch.
14. Decking, cedar or pine, ⅜-inch, canvas-covered.
15. Shelf, spruce, 2 by 2 inches.
16. Coaming, oak, ⅝ inch by 9 inches, 6 inches above deck.
17. Cockpit deck beams, oak, 1 by 1½ inch.
18. Cockpit deck, pine or oak, 1 by 2 inches.
19. Cockpit staving, cypress or oak, ⅝ inch thick.
20. Engine bed, spruce or oak, 2 inches thick.
21. Engine.
22. Rudder, oak, ¾ inch thick.
23. Hatch frame, oak, ¾ by 1 inch.
24. Hatch, oak, ⅝ inch thick.
25. Hatch timbers, oak, ¾ by 1 inch.
26. Ribbands, spruce, 1 by ¾ inch.
27. Moulds, spruce, ¾ inch thick.



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Heights above base.	0	1	2	3	4
Keel bottom		0. 5.6	0.4.7	0. 4.0	0.3.0
Keel top		0.10.0	0.8.7	0. 8.1	0.8.0
Sheer	4.3.0	3. 7.1	3.3.0	2.11.2	2.6.4
Heights above base..	5	6	7	8	
Keel bottom	0.2.0	0. 1.6	0.1.0	.....	
Keel top	0.8.2	0. 9.6	1.1.1	.....	
Sheer	2.9.5	2.11.2	3.2.0	3.6.0	
Half breadths.....	0	1	2	3	4
Sheer	0.2.0	1. 3.1	2. 1.2	2. 6.7	2.8.6
W. L. No. 1 above.	0.2.0	1. 2.0	2. 1.4	2. 6.4	2.8.2
W. L. No. 2 above.	0.2.0	1. 0.5	2. 0.0	2. 6.0	2.7.5
L. W. L.....	0.2.0	0.10.4	1.10.0	2. 4.5	2.6.4
W. L. No. 1 below.	0.2.0	0. 6.4	1. 4.0	1.11.3	2.2.0
Half breadths.....	5	6	7	8	
Sheer	2. 7.0	2. 1.0	1. 2.7	0.2.0	
W. L. No. 1 above.	2. 6.4	2. 0.1	1. 1.6	0.2.0	
W. L. No. 2 above.	2. 5.2	1.11.0	1. 1.0	0.2.0	
L. W. L.....	2. 3.6	1. 9.2	0.10.6	0.2.0	
W. L. No. 1 below.	1.11.1	1. 2.4	.....	0.2.0	

All dimensions in feet, inches and eighths.
All dimensions to outside of the planking.